TABLE OF CONTENTS – SHEET 1

ABBREVIATIONS

CD = ROADWAY CONSTRUCTION DETAILS
TCD = TRAFFIC CONTROL DETAILS
BCD = BRIDGE CONSTRUCTION DETAILS

BDC605-1 - ORIGINAL SHEET

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TABLE OF CONTENTS – SHEET 2

ABBREVIATIONS

CD = ROADWAY CONSTRUCTION DETAILS
TCD = TRAFFIC CONTROL DETAILS
BCD = BRIDGE CONSTRUCTION DETAILS

BCCONTD-1 – ORIGINAL SHEET

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INDEX FOR STANDARD BRIDGE CONSTRUCTION DETAILS

DESCRIPTION	BCD	DESCRIPTION	BCD	DESCRIPTION	BCD
BRIDGE DECK REHABILITATION WITH CONCRETE OVERLAY	1A				
BRIDGE DECK REHABILITATION WITHOUT CONCRETE OVERLAY	1B				
BRIDGE DECK REHABILITATION, DECK JOINT REPAIR (SHEET 1 OF 2)	1C				
BRIDGE DECK REHABILITATION, DECK JOINT REPAIR (SHEET 2 OF 2)	1D				
STRIP SEAL DECK JOINTS	2				
2'-8", 2'-10", AND 6'-6" PARAPETS	3				
BRIDGE MEDIAN BARRIER	4				
SAWCUT GROOVING FOR BRIDGE DECKS	5				
CONCRETE CLASSES AND PAY ITEMS	6				
MISCELLANEOUS BRIDGE ITEMS	7				
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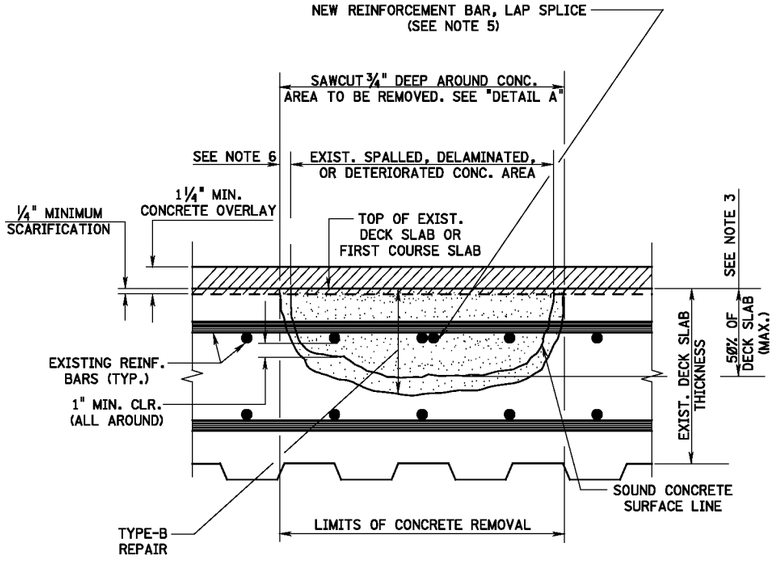
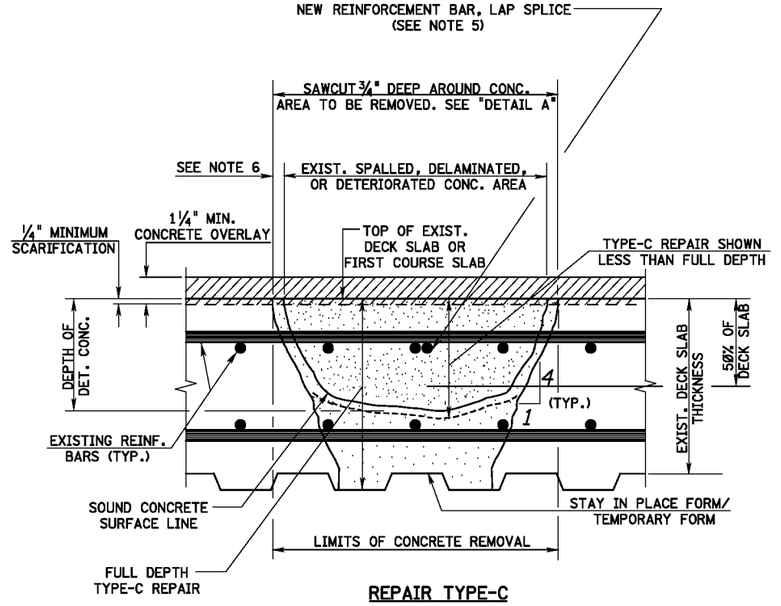
BRIDGE CHAIN LINK FENCE (6'-3" HIGH)	8B				
STAY-IN-PLACE FORMS	9				

BDO00-1 - ORIGINAL SHEET



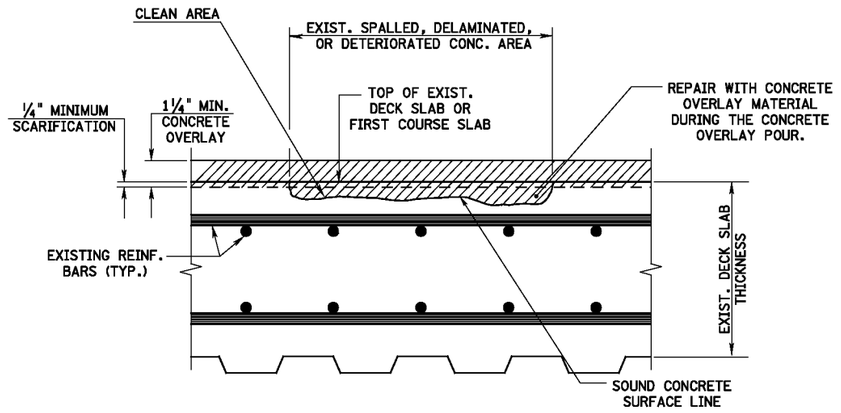
REPAIR TYPE-B

(SEE NOTE 2)



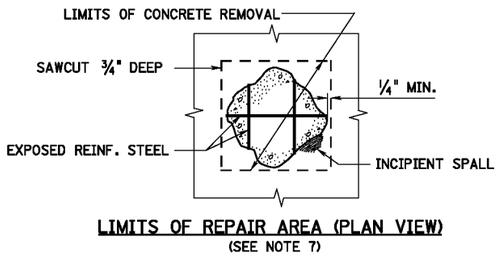
REPAIR TYPE-C

(SEE NOTE 3)



TYPICAL REPAIR DETAIL FOR MINOR SPALLED AREAS

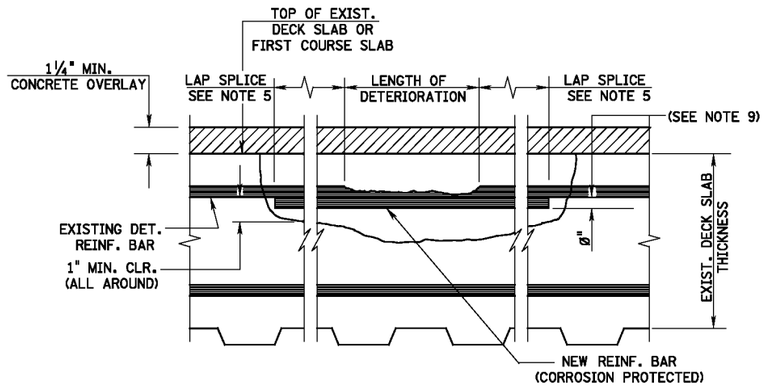
(SEE NOTE 1)



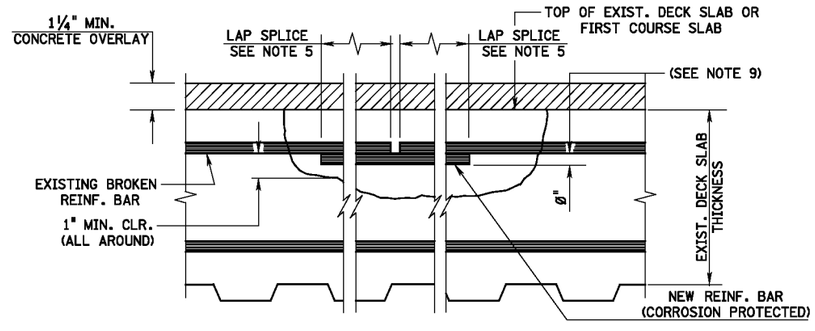
LIMITS OF REPAIR AREA (PLAN VIEW)

(SEE NOTE 7)

DETAIL A



DETERIORATED REINFORCEMENT BAR REPAIR



BROKEN REINFORCEMENT BAR REPAIR

GENERAL NOTES:

1. SPALLED, DELAMINATED, AND DETERIORATED CONCRETE AREAS SHALL BE CLEANED AND REPAIRED WITH THE CONCRETE OVERLAY TYPE THAT IS TO BE USED FOR THE OVERLAY PLACEMENT, OR CLASS A CONCRETE MAY BE USED. REFER TO NJDOT SPECIFICATIONS SECTION 518.

2. REPAIR TYPE-B:
ALL DETERIORATED AND DELAMINATED CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" BELOW THE BOTTOM OF THE TOP LAYER OF EXISTING REINFORCEMENT STEEL TO A MAXIMUM OF 5Ø % OF THE THICKNESS OF THE EXISTING CONCRETE DECK.

3. REPAIR TYPE-C:
ALL DETERIORATED AND DELAMINATED CONCRETE SHALL BE REMOVED, AND IF THE SOUND CONCRETE SURFACE IS LOCATED AT A DEPTH GREATER THAN 5Ø % OF THE DECK THICKNESS WHEN MEASURED FROM THE TOP OF THE DECK, PERFORM TYPE-C REPAIR UPON APPROVAL OF THE ENGINEER, AS SHOWN IN THE DETAIL "REPAIR TYPE-C". IF THE BOTTOM MAT OF THE DECK REINFORCEMENT STEEL IS EXPOSED, THE DECK SLAB SHALL BE REPLACED TO FULL DEPTH IN THIS AREA OF EXPOSURE.

4. THE TOP SURFACE OF THE CONCRETE FOR TYPE-B AND TYPE-C REPAIRS SHALL BE EVEN WITH THE ADJACENT TOP OF EXISTING DECK SLAB AND SHALL MAINTAIN THE EXISTING GRADES AND CROSS SLOPES.

5. A NEW CORROSION PROTECTED REINFORCEMENT BAR SHALL BE PLACED TO SUPPLEMENT AN EXISTING REINFORCEMENT BAR WHEN AN EXISTING BAR HAS A SECTION LOSS OF 25 % OR MORE OF THE ORIGINAL CROSS SECTION, AS DETERMINED BY THE ENGINEER, OR THE EXISTING REINFORCEMENT BAR IS BROKEN. THE NEW BAR SHALL EXTEND 3Ø BAR DIAMETERS IN EACH DIRECTION FROM WHERE THE SECTION LOSS OR BREAK ENDS. MODIFY THE LIMITS OF THE REPAIR AREA TO MEET THE REINFORCEMENT SPLICE LAP REQUIREMENTS.

6. FOR REPAIR TYPE-B AND TYPE-C SOUND CONCRETE SHALL BE REMOVED TO A DEPTH OF ¼" MINIMUM TO 1" MAXIMUM IN ALL DIRECTIONS, EXCEPT THAT THE MAXIMUM LIMIT MAY BE MODIFIED UPON APPROVAL OF THE ENGINEER.

7. UPON APPROVAL OF THE ENGINEER, MODIFY THE LIMITS OF CONCRETE REMOVAL AS SHOWN IN THE "LIMITS OF REPAIR AREA (PLAN VIEW)" WHEN SUPPLEMENTARY REINFORCEMENT BARS ARE REQUIRED.

8. DECK REINFORCEMENT BAR DETAILS SHOWN ARE GENERAL. ACTUAL REINFORCEMENT BAR SPACINGS AND LOCATIONS WILL VARY FROM BRIDGE TO BRIDGE.

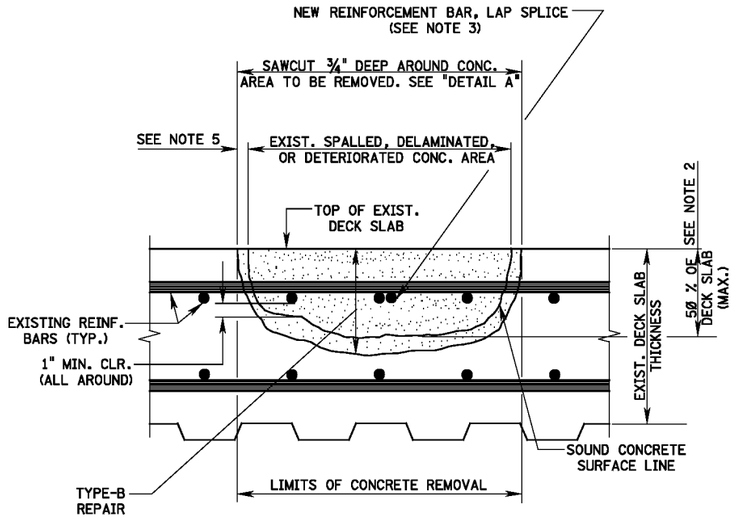
9. THE NEW REINFORCEMENT BAR SHALL BE PLACED AT THE SAME LEVEL ALONGSIDE THE EXISTING DETERIORATED OR BROKEN REINFORCEMENT BAR.

1Ø. BEFORE PLACEMENT OF THE OVERLAY, ALL PREVIOUSLY PATCHED AREAS SHALL BE COMPLETELY REMOVED.

BCD-1A

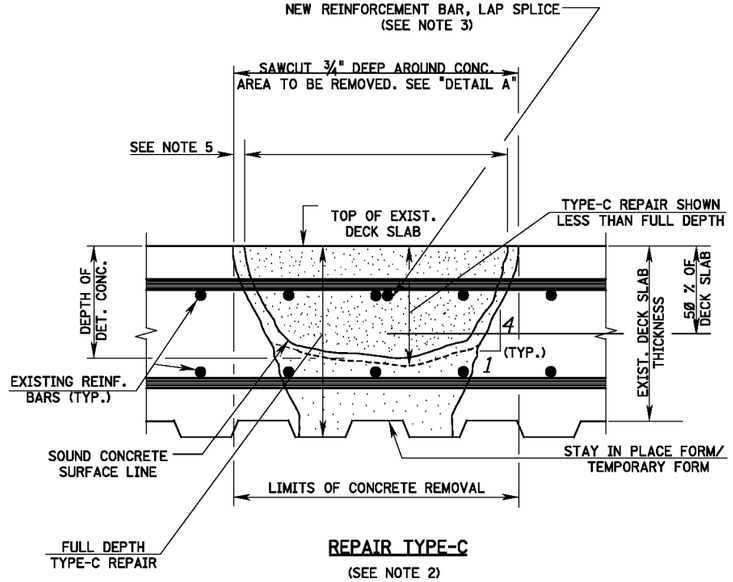
NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS
BRIDGE DECK REHABILITATION WITH CONCRETE OVERLAY



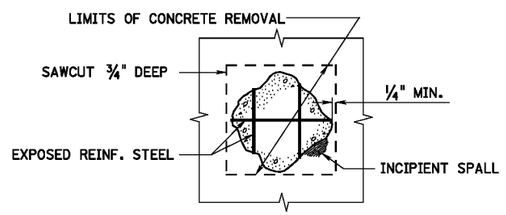
REPAIR TYPE-B

(SEE NOTE 1)



REPAIR TYPE-C

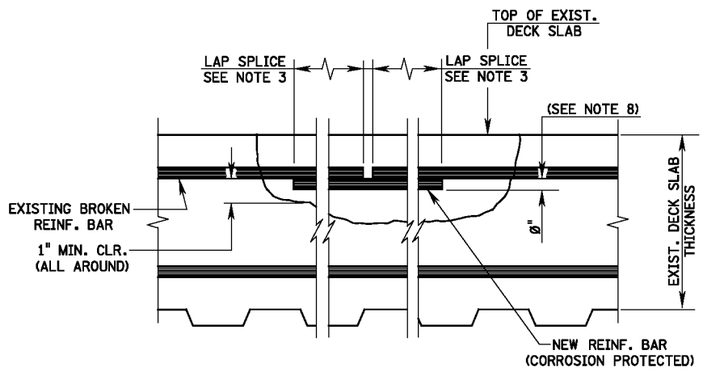
(SEE NOTE 2)



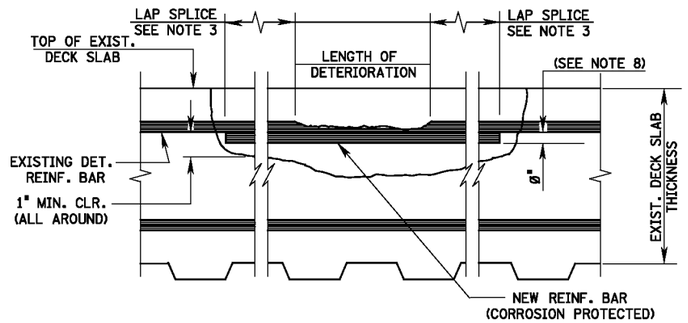
LIMITS OF REPAIR AREA (PLAN VIEW)

(SEE NOTE 6)

DETAIL A



BROKEN REINFORCEMENT BAR REPAIR



DETERIORATED REINFORCEMENT BAR REPAIR

GENERAL NOTES

1. REPAIR TYPE-B:
   ALL DETERIORATED AND DELAMINATED CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF 1" BELOW THE BOTTOM OF THE TOP LAYER OF EXISTING REINFORCEMENT STEEL OR UP TO A MAXIMUM OF 50 % OF THE THICKNESS OF THE EXISTING CONCRETE DECK.

2. REPAIR TYPE-C:
   ALL DETERIORATED AND DELAMINATED CONCRETE SHALL BE REMOVED. IF THE SOUND CONCRETE SURFACE IS LOCATED AT A DEPTH GREATER THAN 50 % OF THE DECK THICKNESS WHEN MEASURED FROM THE TOP OF THE DECK, PERFORM TYPE-C REPAIR UPON APPROVAL OF THE ENGINEER, AS SHOWN IN THE DETAIL "REPAIR TYPE-C". IF THE BOTTOM MAT OF THE DECK REINFORCEMENT STEEL IS EXPOSED, THE DECK SLAB SHALL BE REPLACED TO FULL DEPTH IN THIS AREA OF EXPOSURE.

3. A NEW CORROSION PROTECTED REINFORCEMENT BAR SHALL BE PLACED TO SUPPLEMENT AN EXISTING REINFORCEMENT BAR WHEN AN EXISTING BAR HAS A SECTION LOSS OF 25 % OR MORE OF THE ORIGINAL CROSS SECTION, AS DETERMINED BY THE ENGINEER, OR THE EXISTING REINFORCEMENT BAR IS BROKEN. THE NEW BAR SHALL EXTEND 30 BAR DIAMETERS IN EACH DIRECTION FROM WHERE THE SECTION LOSS OR BREAK ENDS. MODIFY THE LIMITS OF THE REPAIR AREA TO MEET THE REINFORCEMENT SPLICE LAP REQUIREMENTS.

4. THE TOP SURFACE OF THE CONCRETE FOR TYPE-B AND TYPE-C REPAIRS SHALL BE EVEN WITH THE ADJACENT TOP OF EXISTING DECK SLAB AND SHALL MAINTAIN THE EXISTING GRADES AND CROSS SLOPES.

5. FOR REPAIR TYPE-B AND TYPE-C SOUND CONCRETE SHALL BE REMOVED TO A DEPTH OF ¼" MINIMUM TO 1" MAXIMUM IN ALL DIRECTIONS, EXCEPT THAT THE MAXIMUM LIMIT MAY BE MODIFIED UPON APPROVAL OF THE ENGINEER.

6. UPON APPROVAL OF THE ENGINEER, MODIFY THE LIMITS OF CONCRETE REMOVAL AS SHOWN IN THE "LIMITS OF REPAIR AREA (PLAN VIEW)" WHEN SUPPLEMENTARY REINFORCEMENT BARS ARE REQUIRED.

7. DECK REINFORCEMENT BAR DETAILS SHOWN ARE GENERAL. ACTUAL REINFORCEMENT BAR SPACINGS AND LOCATIONS WILL VARY FROM BRIDGE TO BRIDGE.

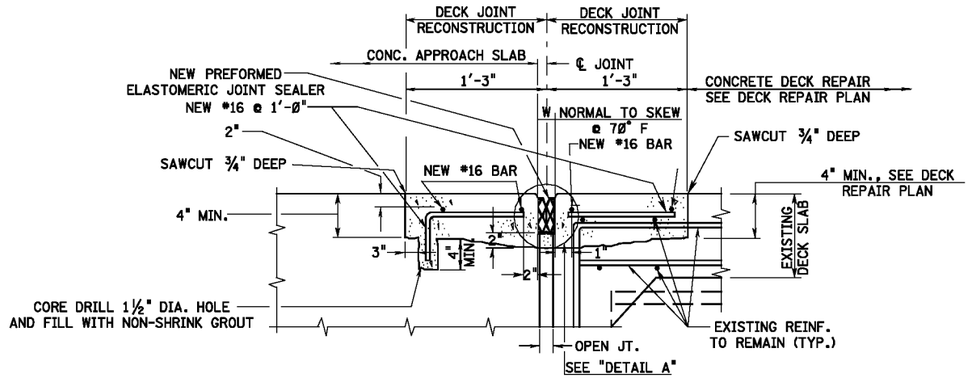
8. THE NEW REINFORCEMENT BAR SHALL BE PLACED AT THE SAME LEVEL ALONGSIDE THE EXISTING DETERIORATED OR BROKEN REINFORCEMENT BAR.

9. REFER TO THE NJDOT SPECIFICATIONS SECTION 518 FOR GUIDANCE AS TO THE SELECTION OF A QUICK-SETTING PATCH MATERIAL PRODUCT.

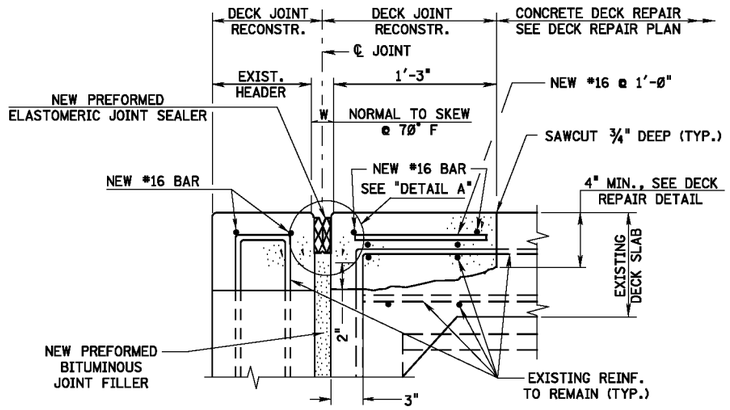
BCD-1B

NEW JERSEY DEPARTMENT OF TRANSPORTATION

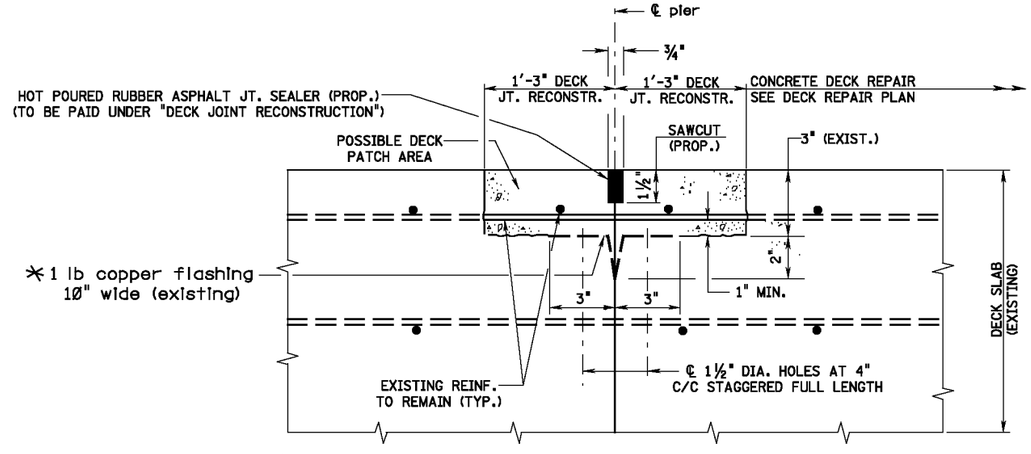
BRIDGE CONSTRUCTION DETAILS
BRIDGE DECK REHABILITATION
WITHOUT CONCRETE OVERLAY



DECK JOINT AT ABUTMENT WITH APPROACH SLAB

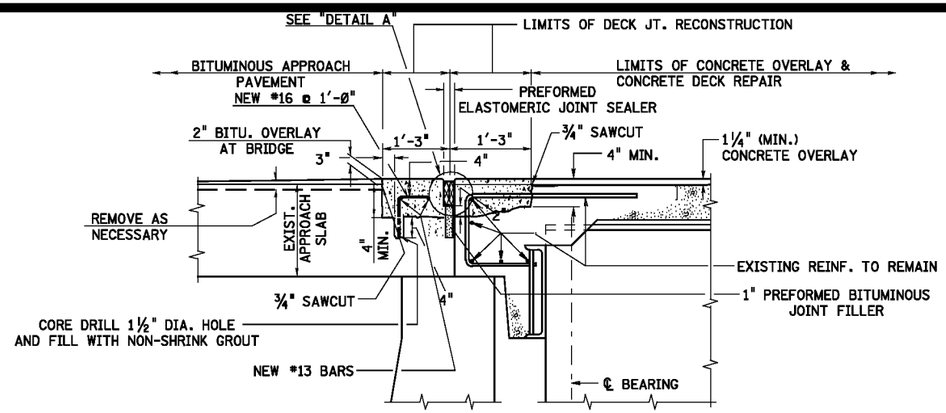


DECK JOINT AT ABUTMENT WITH HEADER

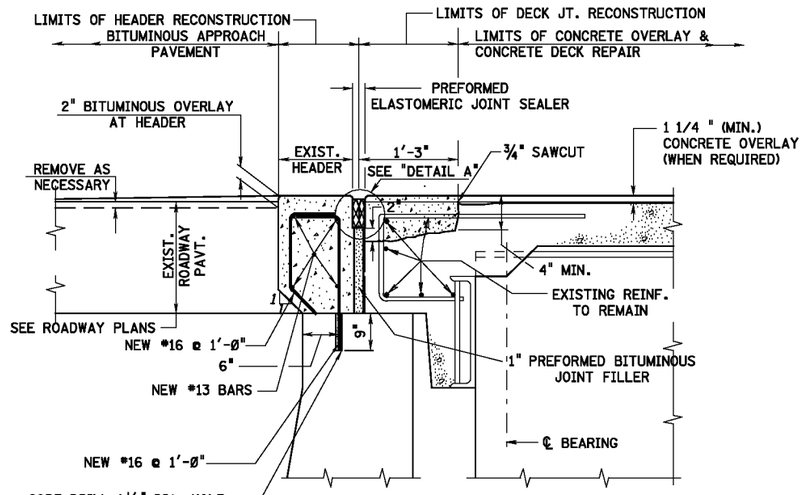


* THE CONTRACTOR SHALL REPLACE THE EXISTING COPPER FLASHING DURING DECK JOINT RECONSTRUTION ONLY IF THE AREA OF REPAIR WARRANTS IT BELOW COPPER FLASHING, OR IF EXISTING REINFORCEMENT IS LESS THAN 1" ABOVE TOP OF FLASHING. PAY UNDER ITEM "DECK JOINT RECONSTRUCTION".

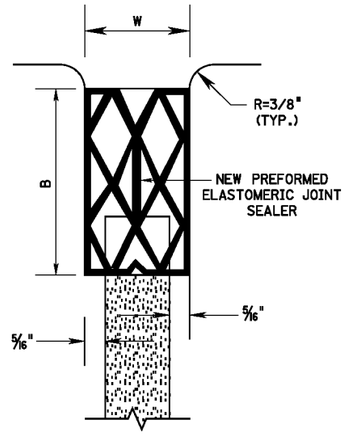
FIXED DECK JOINT AT PIER



DECK JOINT AT ABUTMENT (WITH APPROACH SLAB AND CONCRETE OVERLAY)

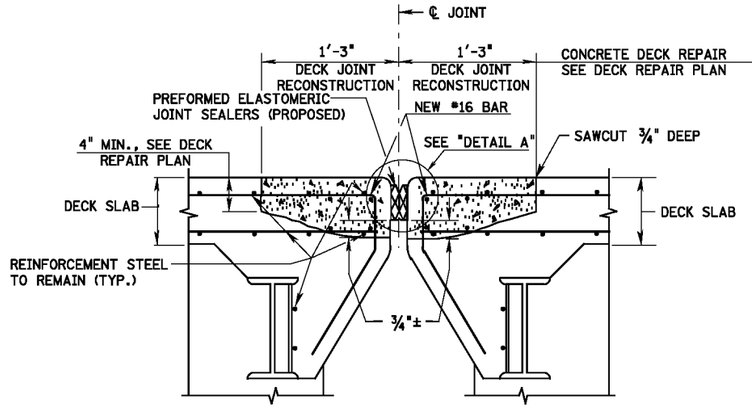


HEADER RECONSTRUCTION



DIMENSIONS W AND B VARY DEPENDING ON THE JOINT SEALER MANUFACTURER.

DETAIL A



EXP. DECK JOINT AT PIER

GENERAL NOTES:

1. ALL NEW REINFORCEMENT BARS ARE IN METRIC UNITS AND SHALL BE CORROSION PROTECTED. FOR ADDITIONAL NOTES, SEE BCD-1D.
2. MECHANICAL COUPLERS MAY BE NECESSARY IF CONSTRUCTION IS STAGED.
3. PROVIDE AS REQUIRED ARMORED JOINT.

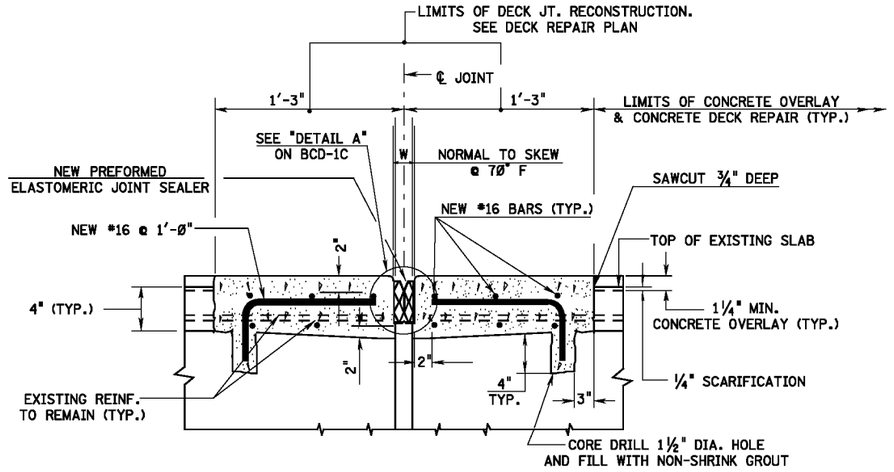
BCD-1C

NEW JERSEY DEPARTMENT OF TRANSPORTATION

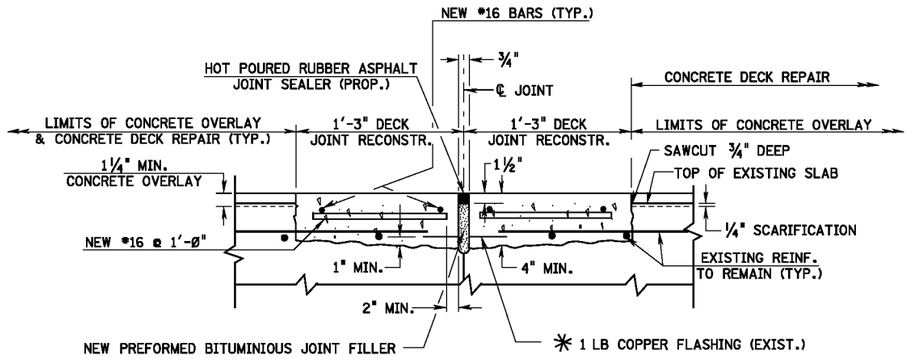
BRIDGE CONSTRUCTION DETAILS

BRIDGE DECK REHABILITATION
DECK JOINT REPAIR
(SHEET 1 OF 2)

BDC09D-1 - ORIGINAL SHEET



EXPANSION DECK JOINT AT PIER WITH CONCRETE OVERLAY

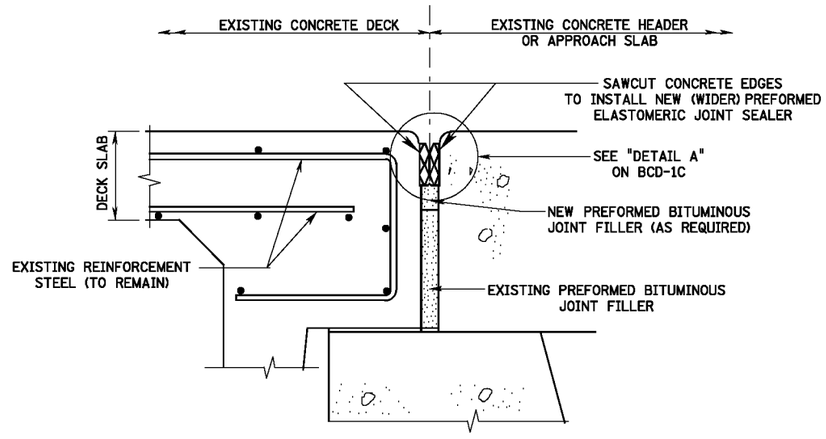


✳ THE CONTRACTOR SHALL REPLACE THE EXISTING COPPER FLASHING DURING DECK JOINT RECONSTRUCTION ONLY IF THE CONCRETE BELOW COPPER FLASHING IS DETERIORATED OR IF EXISTING REINFORCEMENT IS LESS THAN 1" ABOVE TOP OF FLASHING. PAY UNDER ITEM "DECK JOINT RECONSTRUCTION".

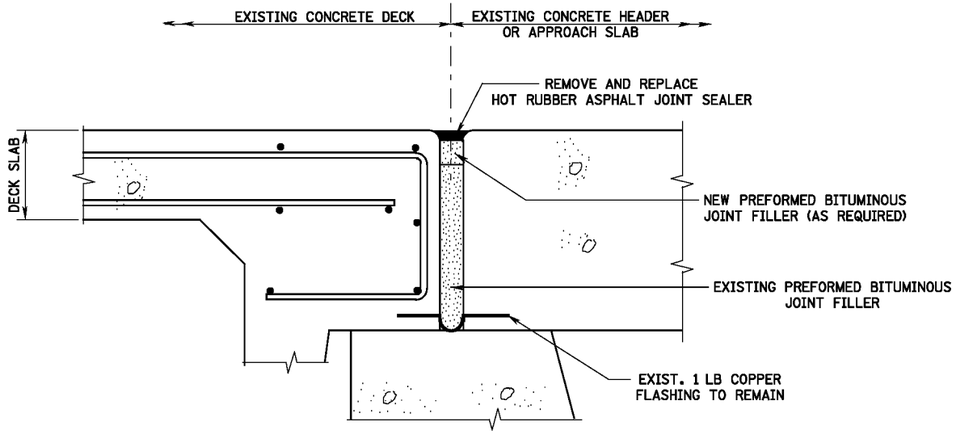
FIXED JOINT AT PIER WITH CONRETE OVERLAY.

GENARAL NOTES:

1. ALL NEW REINFORCEMENT BARS ARE IN METRIC UNITS AND SHALL BE CORROSION PROTECTED.
2. "DECK JOINT RECONSTRUCTION" AND "HEADER RECONSTRUCTION" SHALL INCLUDE:
   A. ¾" SAWCUT AS SHOWN IN JOINT DETAILS.
   B. REMOVE CONCRETE AND DISPOSE OF MATERIALS TO LIMITS SHOWN AND REPLACE WITH CONCRETE.
   C. REMOVE PREFORMED BITUMINOUS JOINT FILLER (IF ANY) TO DEPTH SHOWN OR AS DIRECTED BY THE ENGINEER.
   D. BLOCKING FOR PROPOSED PREFORMED ELASTOMERIC JOINT SEALER.
   E. REPLACEMENT OF CORROSION PROTECTED REINFORCING BARS.
   F. PROPOSED PREFORMED BITUMINOUS JOINT FILLER WHERE REQUIRED.
   G. DRILL AND FILL HOLES WITH NON-SHRINK GROUT.
   H. SAWCUTTING THE CURB AND SIDEWALK TO INSTALL THE SEALER.
3. EPOXY BONDING COMPOUND SHALL BE USED BETWEEN NEW AND EXISTING CONCRETE. REFER TO NJDOT SPECIFICATION SECTION 518.
4. PROVIDE AS REQUIRED ARMORED JOINT.



SAWCUT JOINT RECONSTRUCTION AT ABUTMENT



DECK JOINT RE-SEAL AT ABUTMENT

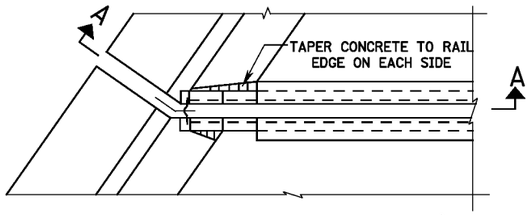
BCD(D)-1 - ORIGINAL SHEET

BCD-1D

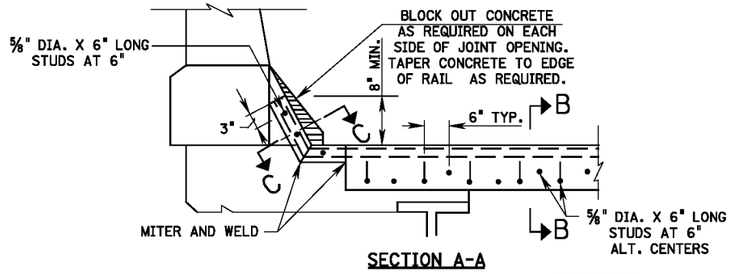
NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS

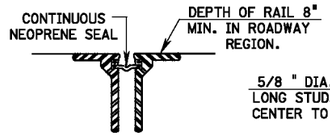
BRIDGE DECK REHABILITATION
DECK JOINT REPAIR
(SHEET 2 OF 2)



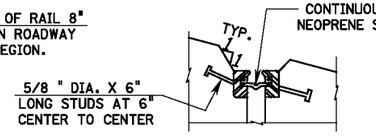
PARAPET PLAN FOR SKEWS ≥ 30°



SECTION A-A



SECTION B-B

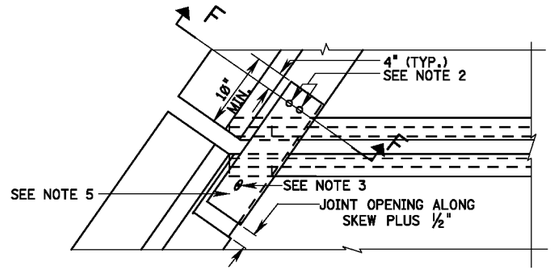


SECTION C-C

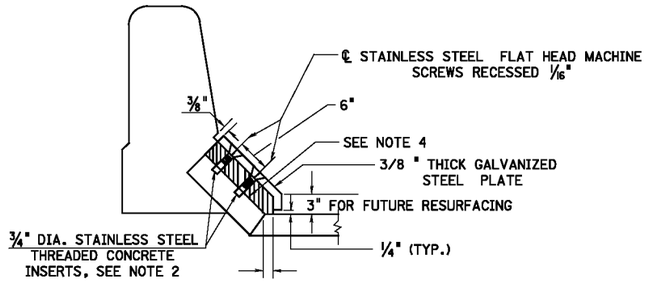
NOTES:

1. THE DETAIL ABOVE IS INTENDED AS A GENERAL GUIDE TO A TYPICAL GLANDULAR TYPE STRIP SEAL SYSTEM. VARIATIONS TO THE GLAND SHAPE, RAIL SHAPE, STUD ARRANGEMENT, AND SUPPORT DETAILS SHALL BE SUBMITTED ACCORDING TO THE NJDOT WORKING DRAWING SPECIFICATIONS.
2. DETAILS FOR MEDIAN BARRIER ARE SIMILAR.
3. THE JOINT OPENING IN THE PARAPET SHALL BE PARALLEL TO THE SKEW FOR SKEWS LESS THAN 30 DEGREES.

BCD-2.1



PARAPET PLAN

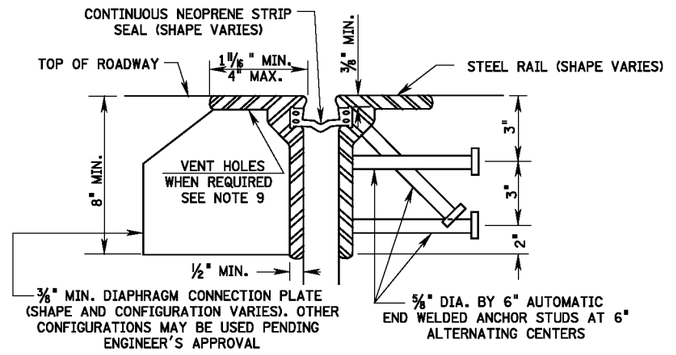


SECTION F-F

NOTES:

1. THE DETAIL ABOVE IS INTENDED AS A GENERAL GUIDE TO A TYPICAL GLANDULAR TYPE STRIP SEAL SYSTEM. VARIATIONS TO THE GLAND SHAPE, RAIL SHAPE, STUD ARRANGEMENT, AND SUPPORT DETAILS SHALL BE SUBMITTED ACCORDING TO THE NJDOT WORKING DRAWING SPECIFICATIONS.
2. 2 -¾" DIA. X 1½" STAINLESS STEEL FLAT HEAD MACHINE SCREWS WITH 2 -¾" DIA. CAST-IN-PLACE STAINLESS STEEL THREADED CONCRETE INSERTS. RECESS 1/16" BELOW PLATE SURFACE.
3. 1" X 5" SLOTTED HOLE FOR SKEWS TO 45°; 1" X 6" SLOTTED HOLE FOR SKEWS OVER 45°. HOLE SLOTTED PARALLEL TO DIRECTION OF MOVEMENT WITH 1 - ¾" X 1½" STAINLESS STEEL FLAT HEAD MACHINE SCREW RECESSED 1/16" BELOW PLATE SURFACE IN ¾" CAST-IN-PLACE STAINLESS STEEL THREADED CONCRETE INSERT. DO NOT OVER TIGHTEN MACHINE SCREWS.
4. BLOCK OUT CONCRETE AS REQUIRED ABOVE JOINT OPENING.
5. ⅜" THICK BY 1'-2" WIDE X (2'-Ø" LONG FOR SKEWS TO 45° AND 3'-Ø" LONG FOR SKEWS LARGER THAN 45°) GRADE 36 GALVANIZED STEEL PLATE BENT WITH HOLES AS SHOWN.

BCD-2.2

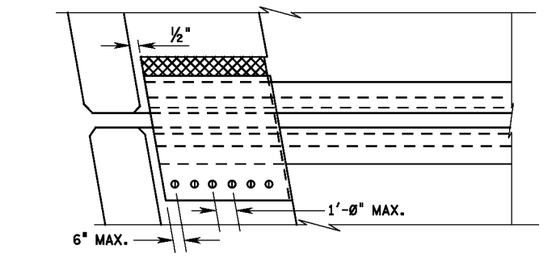


TYPICAL SECTION

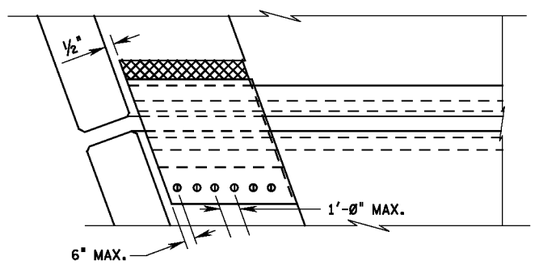
NOTES:

1. THE DETAIL ABOVE IS INTENDED AS A GENERAL GUIDE TO A TYPICAL GLANDULAR TYPE STRIP SEAL SYSTEM. VARIATIONS TO THE GLAND SHAPE, RAIL SHAPE, STUD ARRANGEMENT, AND SUPPORT DETAILS SHALL BE SUBMITTED ACCORDING TO THE NJDOT WORKING DRAWING SPECIFICATIONS.
2. STEEL RAILS SHALL CONFORM TO AASHTO M270, GRADE 36.
3. AUTOMATIC END WELDED STUDS SHALL CONFORM TO AASHTO M169 (ASTM A108), GRADES 1015, 1018 OR 1020.
4. PLATES, SHAPES AND OTHER STRUCTURAL STEEL MATERIAL USED IN THE DECK JOINTSYSTEM WITH THE STEEL RAILS SHALL CONFORM TO AASHTO M183.
5. ALL STRUCTURAL STEEL SHALL BE HOT DIP GALVANIZED AFTER FABRICATION PER AASHTO M111.
6. FIELD SPLICES FOR STEEL RAILS SHALL BE PLACED AT GRADE BREAKS AND LONGITUDINAL BREAKS IN THE DECK.
7. NEOPRENE STRIP SEAL SHALL BE INSTALLED IN A CONTINUOUS LENGTH OVER THE ENTIRE WIDTH OF THE SUPERSTRUCTURE WITH NO FIELD SPLICES PERMITTED. AN APPROVED LUBRICANT/ADHESIVE FOR THE INSTALLATION AND PERMANENT BONDING TO THE STEEL RAIL SHALL BE PLACED PRIOR TO THE STRIP SEAL INSTALLATION.
8. WHERE A LONGITUDINAL AND TRANSVERSE JOINT INTERSECT, THE JOINT SUBJECTED TO THE GREATER MOVEMENT SHALL BE MADE CONTINUOUS AND THE OTHER SEAL SHALL BUTT UP AGAINST IT. ALL JOINT INTERSECTIONS SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.
9. ⅜" DIA. VENT HOLES SPACED BETWEEN STUDS AT 1'-Ø" CENTER TO CENTER MAX. ARE REQUIRED WHEN TOP OF STEEL RAIL IS WIDER THAN 3".

BCD-2.3

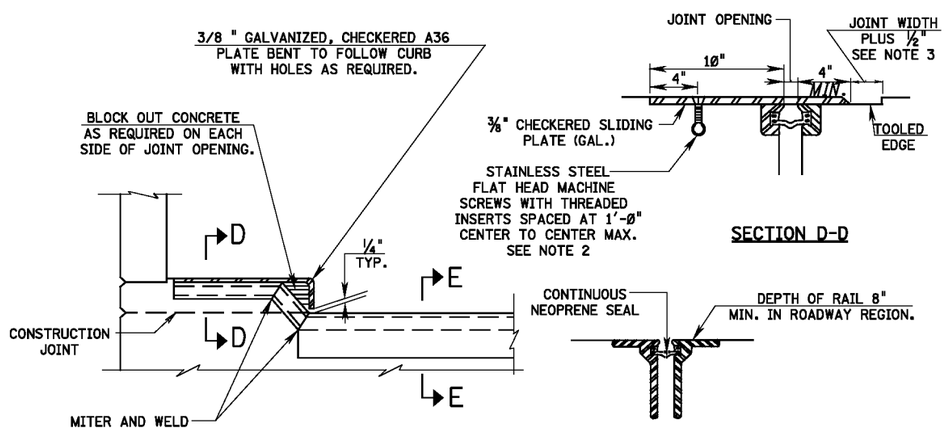


SIDEWALK PLAN
Skew < 15°



SIDEWALK PLAN
Skew ≥ 15°

BCD-2.4



SIDEWALK ELEVATION

SECTION D-D

SECTION E-E

BCD-2.5

NOTES:

1. THE DETAIL SHOWN HERE IS INTENDED AS A GENERAL GUIDE TO A TYPICAL GLANDULAR TYPE STRIP SEAL SYSTEM. VARIATIONS TO THE GLAND SHAPE, RAIL SHAPE, STUD ARRANGEMENT, AND SUPPORT DETAILS SHALL BE SUBMITTED ACCORDING TO THE NJDOT WORKING DRAWING SPECIFICATIONS.
2. ¾" DIA. X 1½" STAINLESS STEEL FLAT HEAD MACHINE SCREWS WITH ¾" DIA. CAST-IN-PLACE STAINLESS STEEL THREADED CONCRETE INSERTS. RECESS 1/16" BELOW PLATE SURFACE.
3. UPON COMPLETION, FILL JOINT OPENING WITH A LOW MODULUS SILICON RUBBER JOINT SEALER CONFORMING TO ASTM D 5893 WITH A MIN. ULTIMATE ELOGATION OF 1200 PERCENT. THE JOINT FILLER SHALL MATCH THE COLOR OF THE CONCRETE.

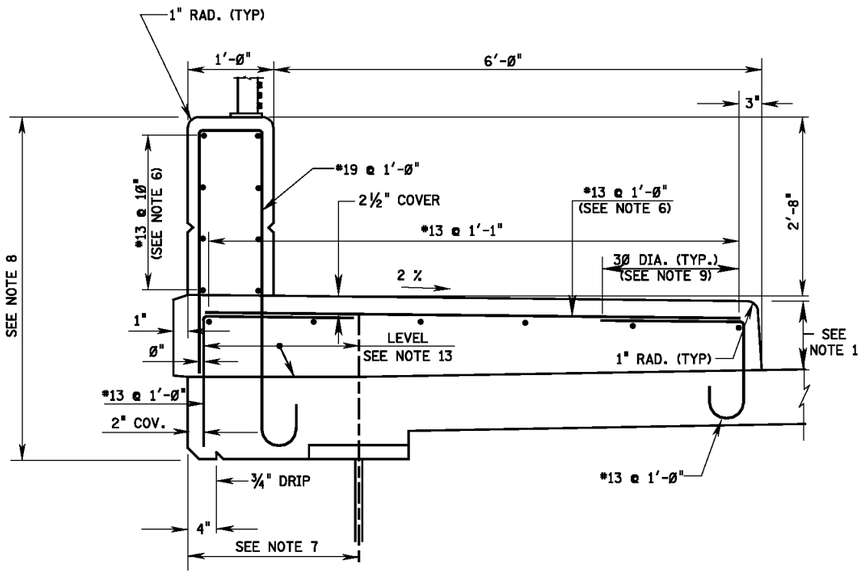
BCD-2

NEW JERSEY DEPARTMENT OF TRANSPORTATION

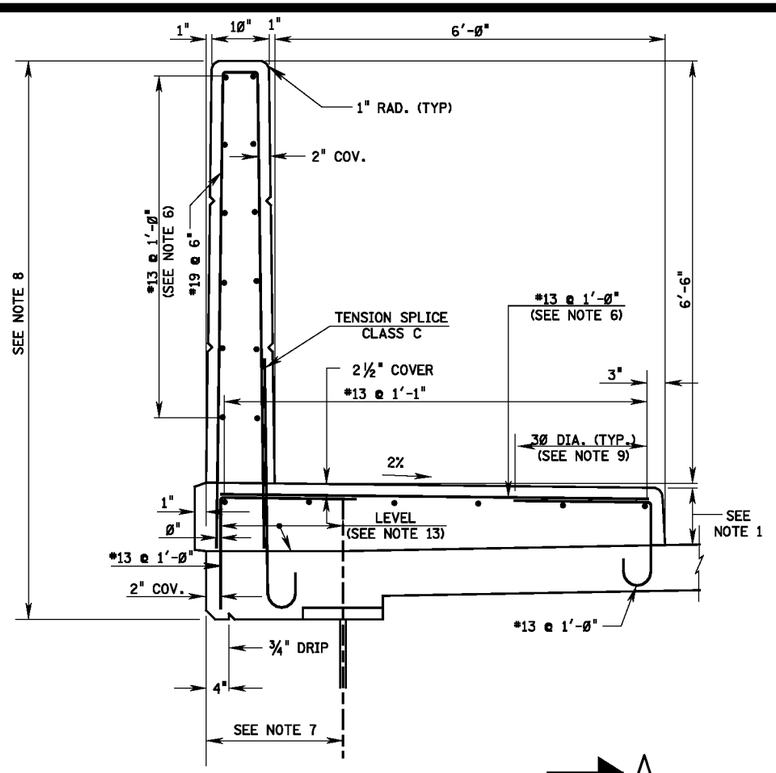
BRIDGE CONSTRUCTION DETAILS
STRIP SEAL DECK JOINTS

121
129

BDC09-1 - ORIGINAL SHEET



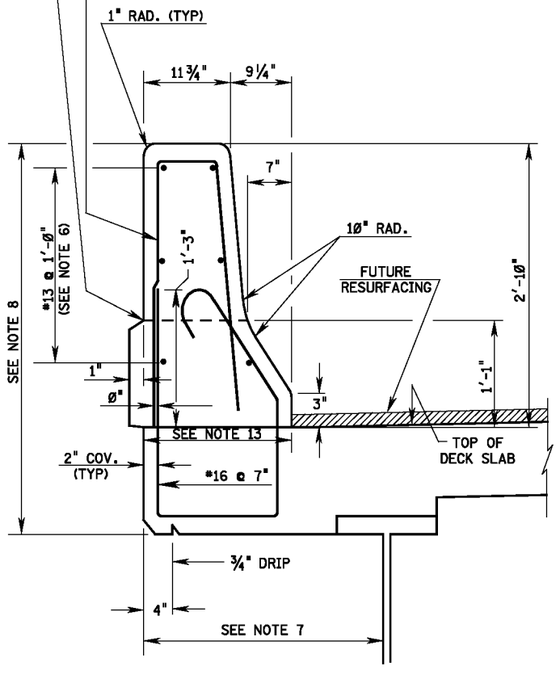
2'-8" HIGH PARAPET WITH SIDEWALK



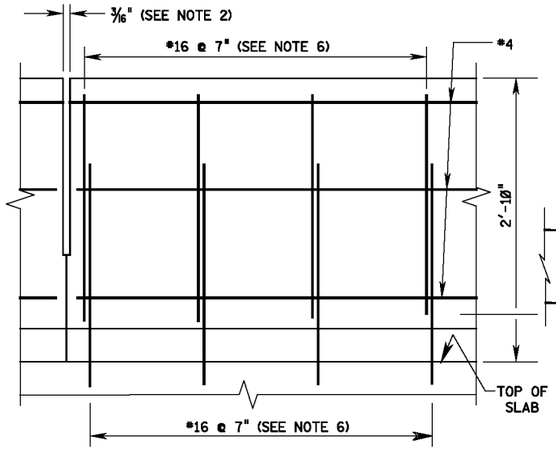
6'-6" HIGH PARAPET WITH SIDEWALK OVER ELECTRIFIED RAILROAD

NOTES:

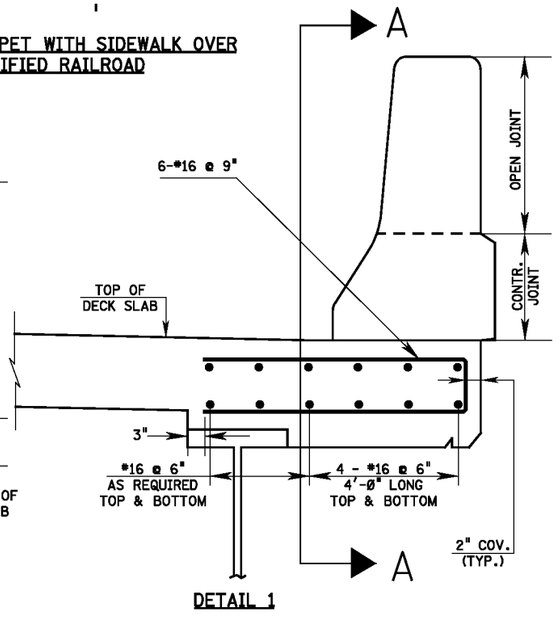
1. CURB HEIGHT TO MATCH ROADWAY APPROACH CURB.
2. 3/16" OPEN DEFLECTION JOINT SHALL BE PROVIDED IN PARAPETS AT INTERVALS NOT EXCEEDING 2Ø'-Ø" AND CONTRACTION JOINTS SHALL BE PROVIDED AT THE MIDPOINT BETWEEN THE OPEN JOINTS.
3. THE 3/16" OPEN JOINT SHALL STOP AT THE LINE INDICATED AND A CONTRACTION JOINT SHALL BE PROVIDED BELOW THAT LINE.
4. CONTRACTION JOINTS SHALL BE PROVIDED IN SIDEWALKS AT LOCATIONS OF 3/16" OPEN PARAPET DEFLECTION JOINTS.
5. FULL DEPTH JOINTS SHALL BE PROVIDED AT LOCATION OF TRANSVERSE DECK JOINTS. THE FULL DEPTH JOINT OPENING WIDTH SHALL EQUAL THE TRANSVERSE DECK JOINT OPENING WIDTH.
6. ALL REINFORCEMENT BARS IN PARAPET AND SIDEWALK SHALL BE CORROSION PROTECTED.
7. PREFERRED MAXIMUM OVERHANG 2'-6". PERMANENT METAL STAY-IN-PLACE FORMS NOT PERMITTED IN THIS AREA.
8. FASCIA RUSTICATION AND CONFIGURATION AS PER NJDOT SPECIFICATIONS.
9. AS AN OPTION, THE CONTRACTOR MAY ELIMINATE SPLICES AT EACH END OF THE TOP TRANSVERSE REINFORCEMENT IN SIDEWALKS BY PROVIDING A SINGLE BAR OF THE SAME CONFIGURATION WITH HOOKS AT EACH END, EMBEDDED IN THE DECK SLAB.
10. IF CONDUITS ARE USED WITHIN THE PARAPET, PROVIDE A SLEEVE OF SUFFICIENT LENGTH TO ACCOMODATE MAXIMUM EXPANSION AND CONTRACTION OF THE EXPANSION JOINT.
11. IN CONSIDERING THE HEIGHT OF THE PARAPET AND RAILING COMBINATION, THE MINIMUM HEIGHT SHALL BE 4'-6" FOR BICYCLE TRAFFIC AND 3'-6" FOR PEDESTRIAN TRAFFIC.
12. FOR ADDITIONAL REINFORCEMENT THAT IS REQUIRED IN THE VICINITY OF PARAPET JOINTS TO PREVENT CONCRETE CRACKING IN THE OVERHANG PORTIONS OF THE DECK SLAB, SEE "DETAIL 1."
13. THE BRIDGE DECK PORTION UNDER THE PARAPET SHALL BE POURED LEVEL.
14. ALL REINFORCEMENT BARS ARE IN METRIC UNITS.



2'-1Ø" HIGH PARAPET WITH BARRIER CURB

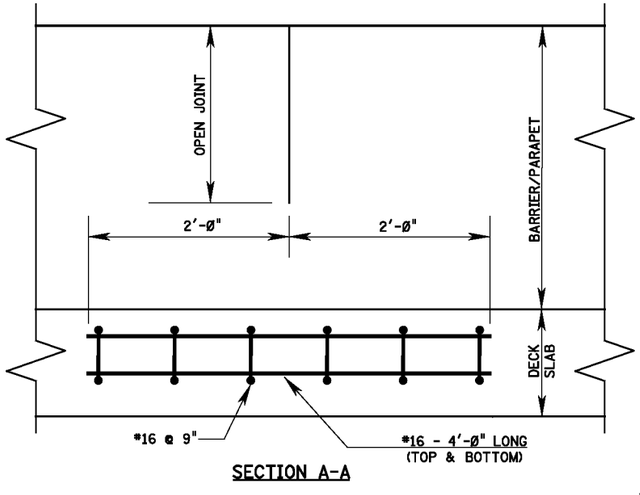


ELEVATION



DETAIL 1

DECK REINFORCEMENT AT BARRIER/PARAPET JOINTS



SECTION A-A

BCD-3

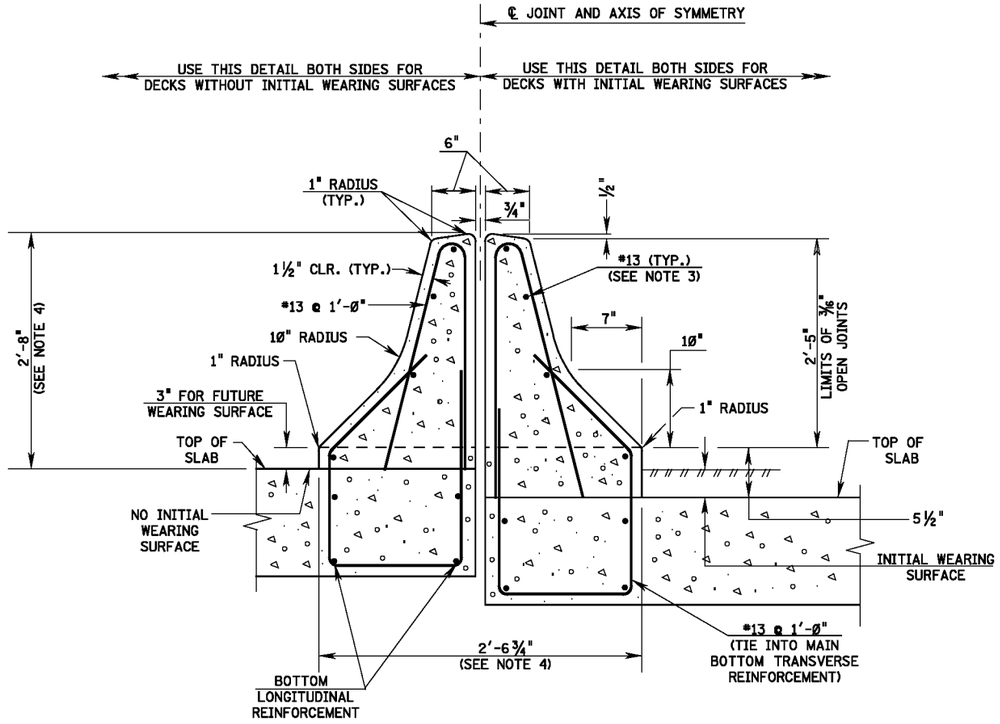
NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS

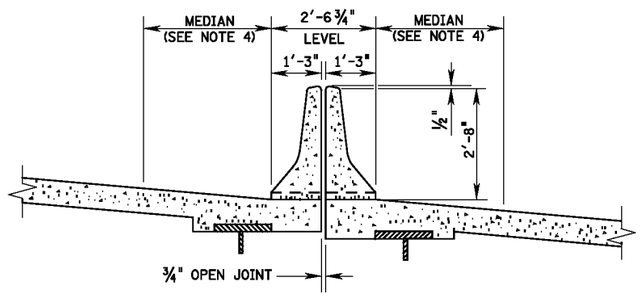
2'-8", 2'-1Ø", AND 6'-6" PARAPETS

122
129

BDC080-1 - ORIGINAL SHEET



TYPICAL SECTION

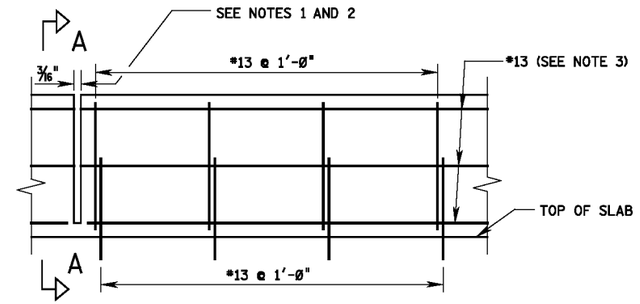


CROSS SECTION

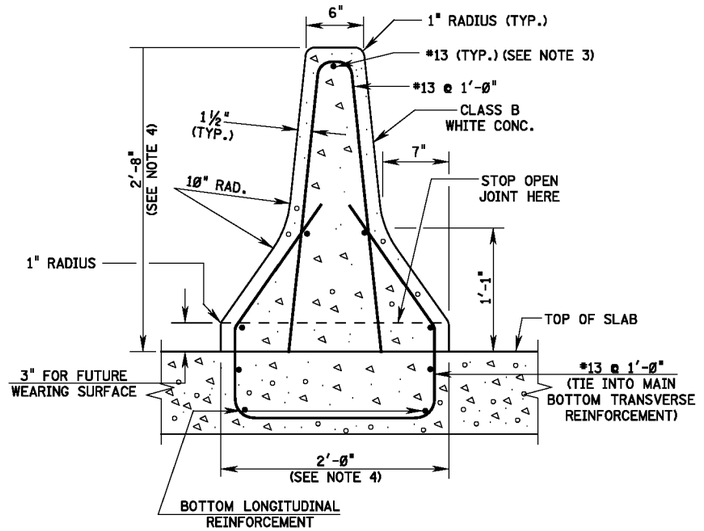
2'-8" HIGH SPLIT MEDIAN BARRIER ON BRIDGE

NOTES:

1. 3/16" OPEN DEFLECTION JOINT SHALL BE PROVIDED AT INTERVALS NOT EXCEEDING 15'-Ø". THERE SHALL BE NO CONTRACTION JOINTS BETWEEN THE OPEN JOINTS AND NO CONTRACTION JOINTS LOCATED BELOW THE OPEN DEFLECTION JOINTS.
2. FULL DEPTH JOINTS SHALL BE PROVIDED AT LOCATION OF TRANSVERSE DECK JOINTS. THE FULL DEPTH JOINT OPENING WIDTH SHALL EQUAL THE TRANSVERSE DECK JOINT OPENING WIDTH.
3. ALL REINFORCEMENT BARS IN MEDIAN BARRIER ARE IN METRIC UNITS AND SHALL BE CORROSION PROTECTED.
4. WIDTH AND HEIGHT TO BE DETERMINED BY ROADWAY APPROACH BARRIER. REINFORCEMENT MUST BE ADJUSTED ACCORDINGLY.
5. IF CONDUITS ARE USED WITHIN THE MEDIAN BARRIER, PROVIDE A SLEEVE OF SUFFICIENT LENGTH TO ACCOMODATE MAXIMUM EXPANSION OF THE EXPANSION JOINT. (REFER TO STANDARD ELECTRICAL DETAILS FOR CONDUIT EXPANSION FITTINGS.)



ELEVATION



SECTION A-A

2'-8" HIGH MEDIAN BARRIER ON BRIDGE

BCD-4

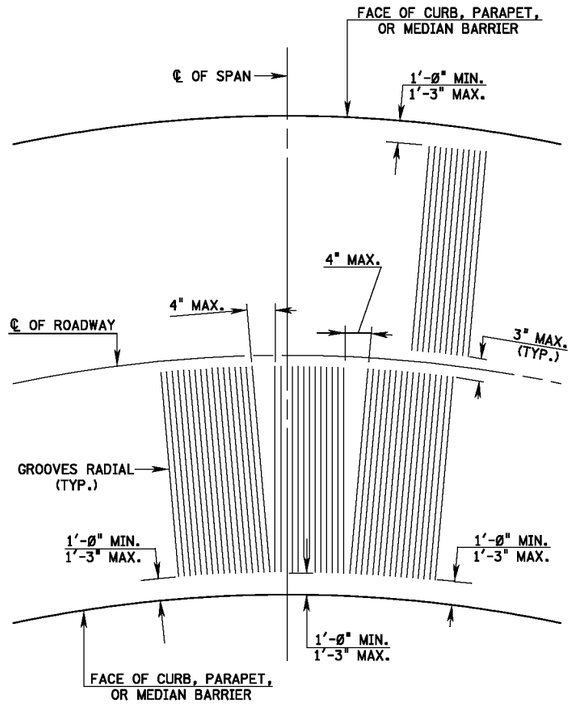
NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS

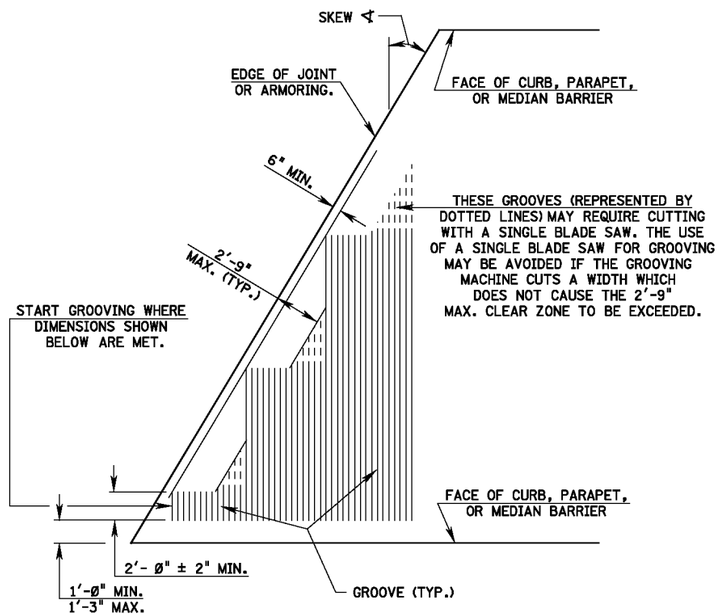
BRIDGE MEDIAN BARRIER

123
129

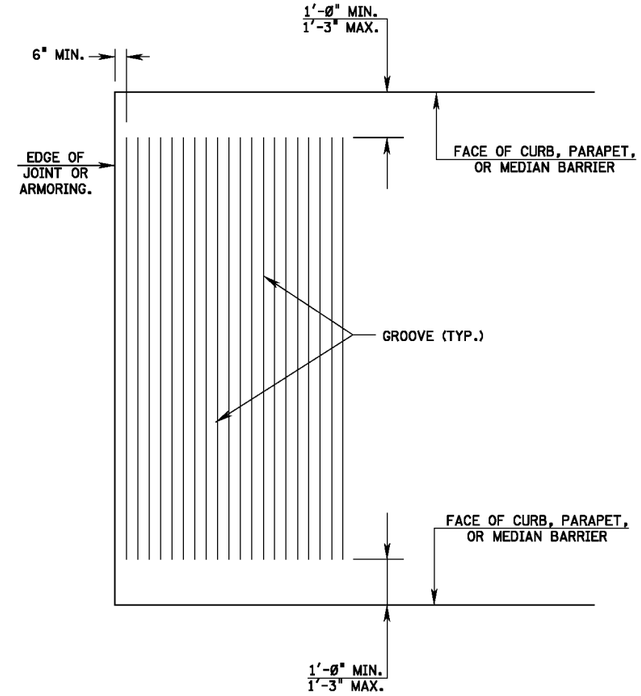
BDC08D-1 - ORIGINAL SHEET



SAWCUT GROOVING FOR BRIDGE DECKS ON CURVED ALIGNMENT



SAWCUT GROOVING FOR SKEWED BRIDGE DECKS



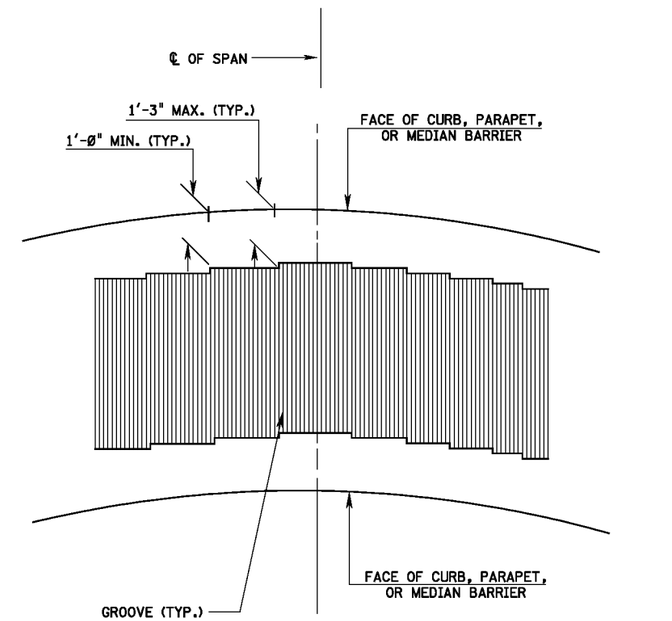
SAWCUT GROOVING FOR BRIDGE DECKS

NOTES:

SAWCUT GROOVES SHALL BE RECTANGULAR IN CROSS SECTION WITH THE FOLLOWING DIMENSIONS:

WIDTH .... Ø.1Ø" TO Ø.15"
DEPTH .... Ø.25" TO Ø.375"

GROOVES SHALL BE SPACED AT 1½" ± 1/16" CENTER TO CENTER.



SAWCUT GROOVING FOR BRIDGE DECKS ON TIGHT CURVED ALIGNMENT

BCD-5

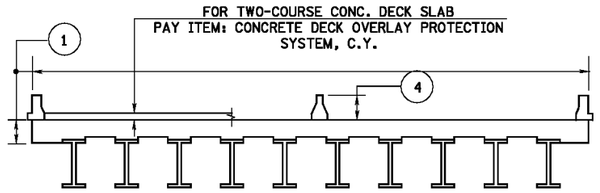
NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS

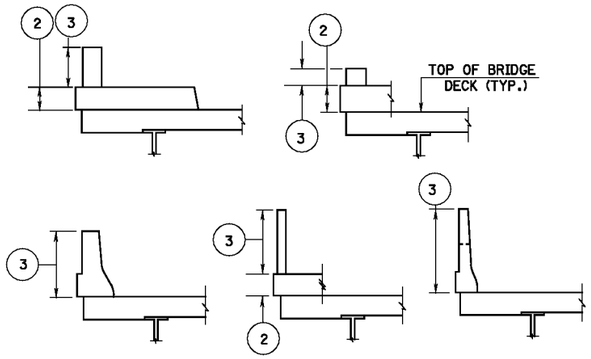
SAWCUT GROOVING FOR BRIDGE DECKS

124
129

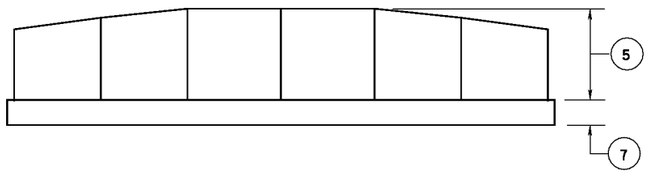
BDOOØ1 - ORIGINAL SHEET



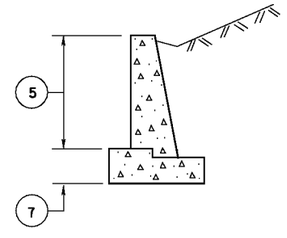
TYPICAL SECTION - BRIDGE DECK



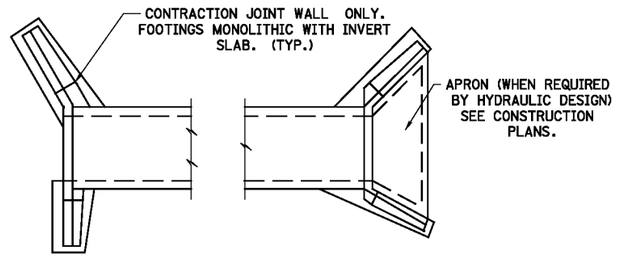
TYPICAL SECTION - BRIDGE PARAPETS



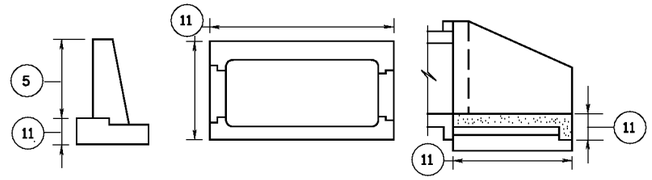
TYPICAL ELEVATION - RETAINING WALL



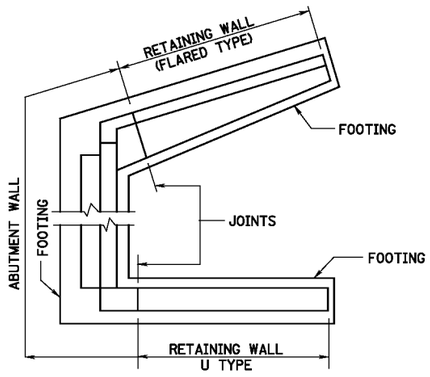
TYPICAL SECTION - RETAINING WALL



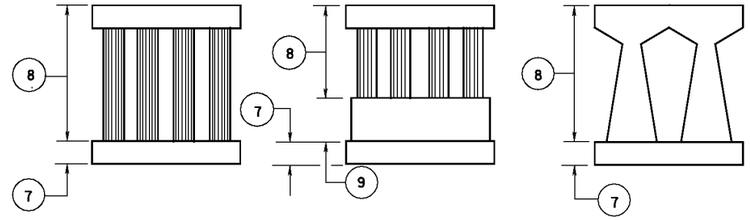
TYPICAL PLAN - CULVERT AND HEADWALLS



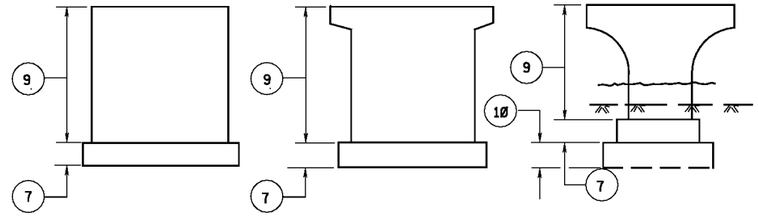
TYPICAL SECTION - CULVERT AND HEADWALLS



TYPICAL PLAN - ABUTMENTS

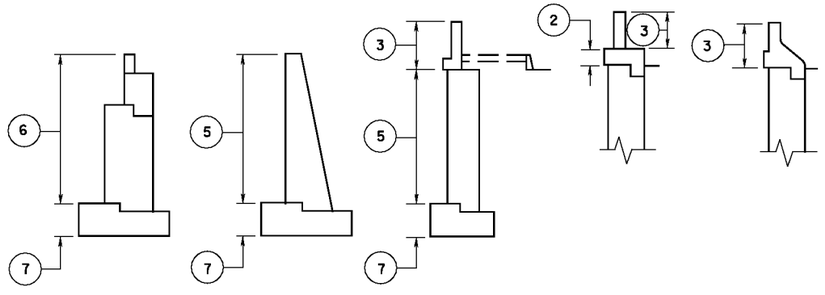


TYPICAL RIGID FRAME TYPE PIER - ELEVATIONS



TYPICAL SOLID SHAFT TYPE PIER - ELEVATIONS

ITEM	CONCRETE CLASS	PAY ITEM	UNIT
(1)	A	CONCRETE IN SUPERSTRUCTURE, DECK SLAB	C.Y.
(2)	A	CONCRETE IN SUPERSTRUCTURE, SIDEWALKS	C.Y.
(3)	A	CONCRETE IN SUPERSTRUCTURE, PARAPETS	L.F.
(4)	B	___" X ___" WHITE CONCRETE BARRIER CURB, BRIDGE	L.F.
(5)	B	CONCRETE IN STRUCTURES, RETAINING WALLS	C.Y.
(6)	B	CONCRETE IN SUBSTRUCTURES, ABUTMENT WALLS	C.Y.
(7)	B	CONCRETE IN STRUCTURES, FOOTINGS	C.Y.
(8)	A	CONCRETE IN SUBSTRUCTURES, PIER COLUMNS AND CAPS	C.Y.
(9)	B	CONCRETE IN SUBSTRUCTURES, PIER SHAFTS	C.Y.
(10)	B	CONCRETE SEAL IN COFFERDAMS	C.Y.
(11)	A	CONCRETE IN STRUCTURES, CULVERTS	C.Y.



TYPICAL SECTION - VARIOUS WALLS AND PARAPETS

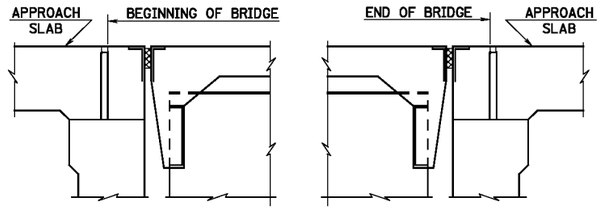
BCD-6

NEW JERSEY DEPARTMENT OF TRANSPORTATION

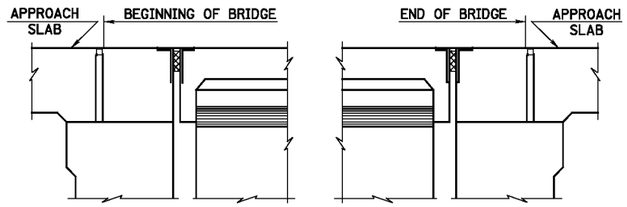
BRIDGE CONSTRUCTION DETAILS
CONCRETE CLASSES AND PAY ITEMS

125
129

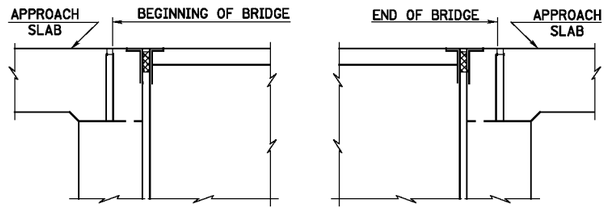
BDC00D-1 - ORIGINAL SHEET



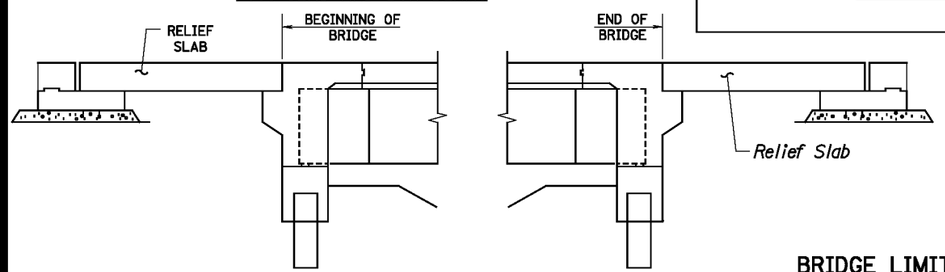
STEEL STRINGERS



P.C.I. BEAMS



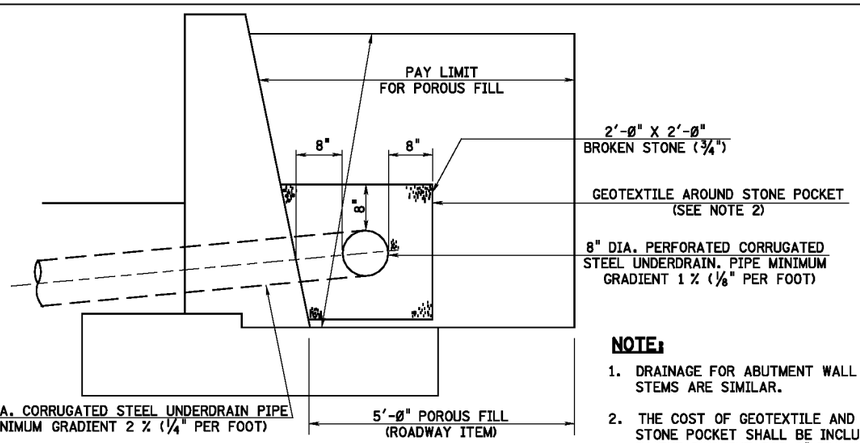
P.C. SLAB AND BOX BEAMS



INTEGRAL ABUTMENT BRIDGE

BRIDGE LIMITS

BCD-7.1

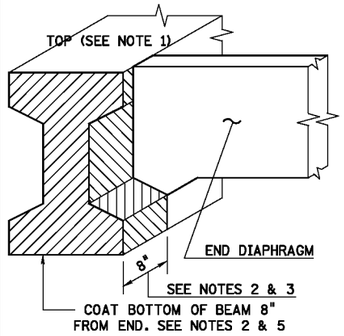


NOTE:

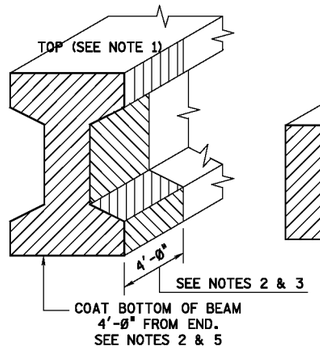
1. DRAINAGE FOR ABUTMENT WALL STEMS ARE SIMILAR.
2. THE COST OF GEOTEXTILE AND STONE POCKET SHALL BE INCLUDED IN THE PAYMENT FOR 8" DIA. PERFORATED UNDERDRAIN.

DRAINAGE BACK OF WALL

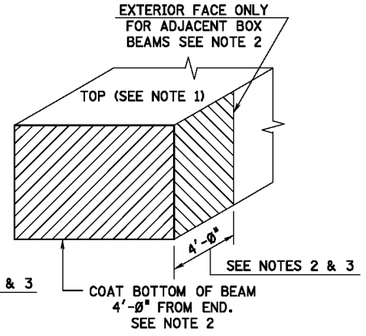
BCD-7.4



INTERIOR FACE OF BEAMS



EXTERIOR FACE OF FASCIA BEAMS



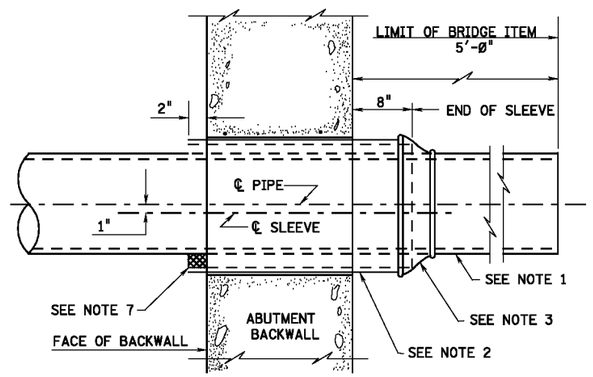
EXTERIOR FACE OF FASCIA BOX BEAMS

NOTES:

1. NO SEALER SHALL BE APPLIED TO THE TOP SURFACE OF ANY BEAM.
2. SEALER SHALL BE APPLIED TO THE ENDS, BOTTOMS AND EXTERIOR SIDES OF FASCIA BEAMS FOR ALL ADJACENT BOX BEAMS. SIDES OF INTERIOR BOX BEAMS SHALL NOT BE COATED. SEALER SHALL BE APPLIED TO THE ENDS, SIDES AND BOTTOMS OF ALL I-BEAMS.
3. THE SEAL COAT SHALL ONLY BE APPLIED TO BEAM ENDS UNDER DECK JOINTS.
4. VOIDED SLAB BEAMS SIMILAR TO BOX BEAM DETAILS FOR EPOXY WATERPROOFING SEAL COAT LIMITS.
5. EPOXY WATERPROOFING SEAL COAT SHALL BE OMITTED FROM THE BEARING CONTACT AREAS FOR VARIOUS TYPES OF BEARINGS, CHECK BEARING MANUFACTURER'S RECOMMENDATIONS.

PRESTRESSED CONCRETE I-BEAMS, VOIDED SLAB AND BOX BEAMS EPOXY WATERPROOFING SEAL COAT LIMITS

BCD-7.2

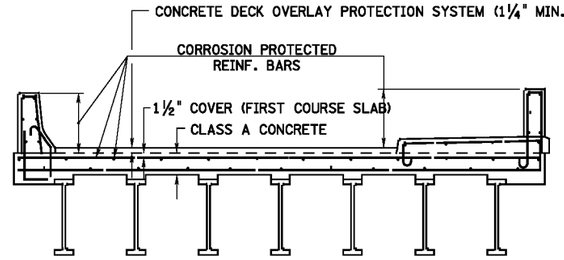


SLEEVE DETAIL FOR STEEL GAS MAINS

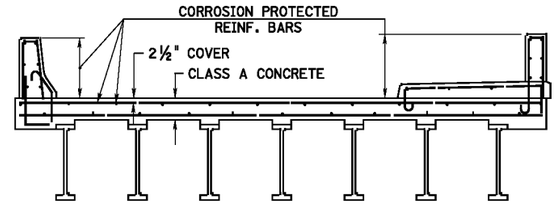
NOTES:

1. GAS MAIN FURNISHED AND INSTALLED BY UTILITY COMPANY.
2. GALVANIZED SLEEVE FURNISHED AND INSTALLED BY CONTRACTOR.
3. CASING SEAL FURNISHED AND INSTALLED BY UTILITY COMPANY.
4. ENDS OF SLEEVE SHALL BE CUT SQUARE AND FREE FROM BURRS.
5. GRADE (SLOPE) OF SLEEVE SHALL BE SAME AS GRADE OF GAS MAIN.
6. ℄ OF GAS MAIN SHALL BE INSTALLED 1" HIGHER THAN ℄ OF SLEEVE.
7. BLOCK INSTALLED TO INITIALLY POSITION THE PIPE AND SHALL BE REMOVED AFTER GAS MAIN APPROACH ROAD HAS BEEN CONNECTED AND BACKFILLED AND COMPACTED FOR BOTTOM HALF OF THE PIPE.
8. PIPE AND SLEEVE SHALL BE TEMPORARILY PLUGGED.
9. THE OPENING BETWEEN THE PIPE AND THE SLEEVE SHALL BE PACKED WITH HEMP, JUTE OR SIMILAR MATERIAL TO PREVENT LEAKAGE THROUGH THE BACKWALL.

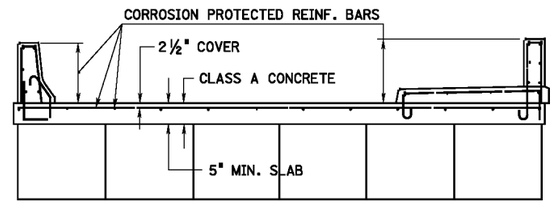
BCD-7.5



TWO-COURSE CONCRETE DECK SLAB



ONE-COURSE CONCRETE DECK SLAB



CONCRETE OVERLAY SLAB ON PRESTRESSED CONCRETE VOIDED SLAB OR BOX BEAMS

NOTE:

ALL REINFORCEMENT BARS IN PARAPETS AND SIDEWALKS SHALL BE EPOXY COATED.

BRIDGE DECK CONSTRUCTION PROTECTIVE SYSTEMS (NEW BRIDGE DECKS)

BCD-7.3

BCD-7

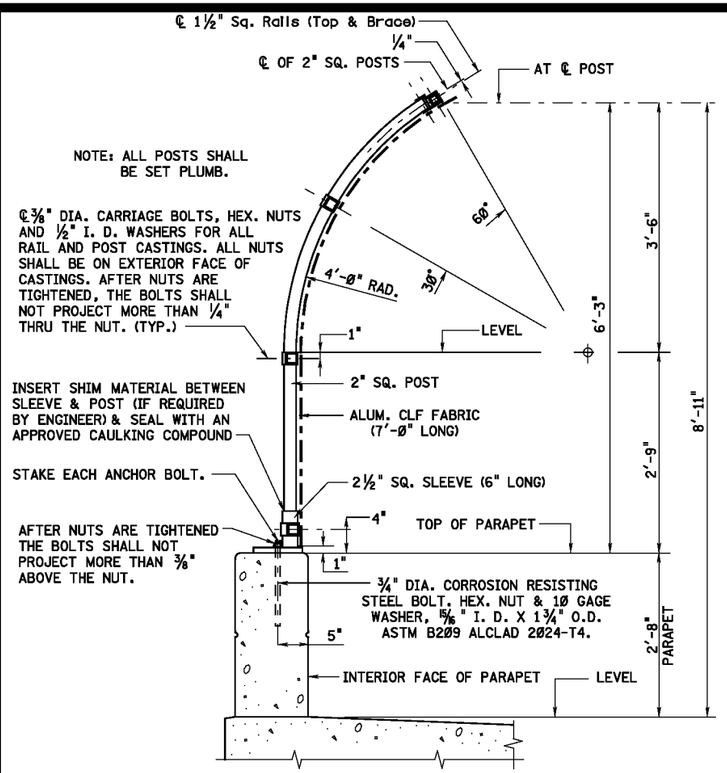
NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS

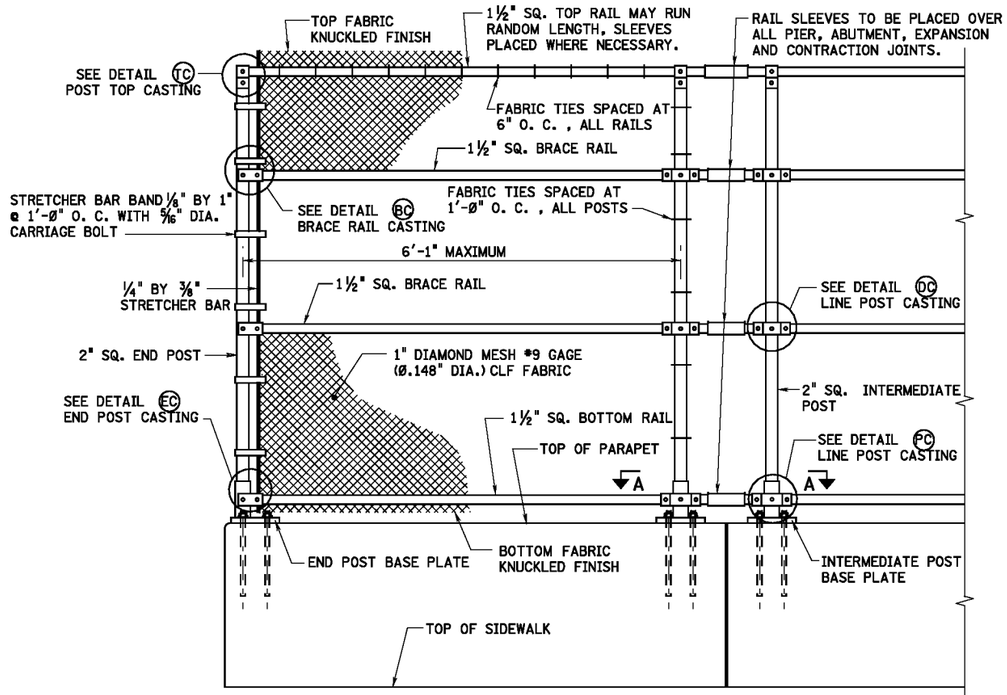
MISCELLANEOUS BRIDGE ITEMS

126
129

BDC000-1 - ORIGINAL SHEET

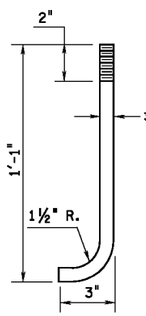


TYPICAL SECTION

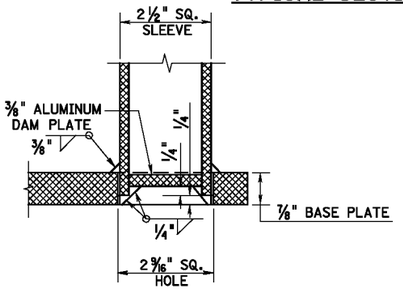


PART EXTERIOR ELEVATION

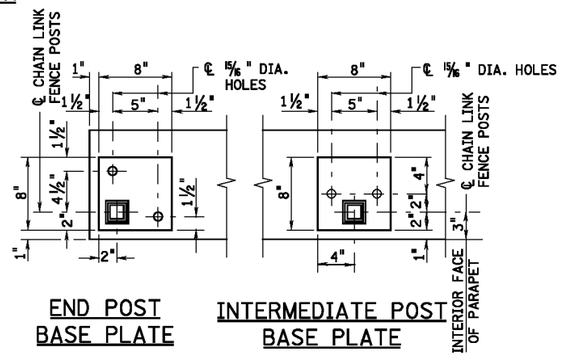
SECTION A-A



ANCHOR BOLT

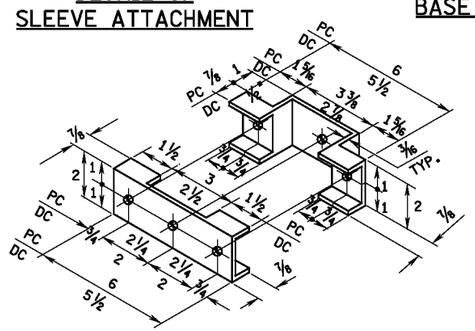


DETAIL OF SLEEVE ATTACHMENT



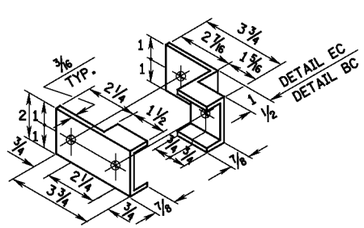
END POST BASE PLATE

INTERMEDIATE POST BASE PLATE



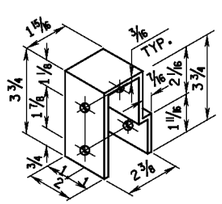
ALL DIMENSIONS ARE IN INCHES

DETAIL PC & DETAIL DC



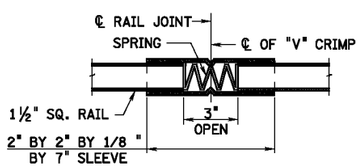
ALL DIMENSIONS ARE IN INCHES

DETAIL EC & DETAIL BC

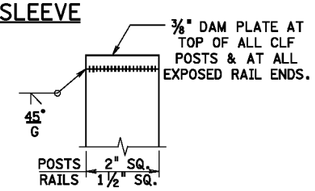


ALL DIMENSIONS ARE IN INCHES

DETAIL TC



RAIL SLEEVE



DAM PLATE

GENERAL NOTES:

DESIGN CRITERIA: "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS." AASHTO 1994 AND REVISIONS THERETO.

MAXIMUM DESIGN WIND VELOCITY: 80 MPH.

WIND PRESSURE DRAG COEFFICIENT FOR MESH FROM FIG. 1-13, "WIND LOAD ON SCREENS", NAVDOCKS DM-2; DESIGN MANUAL, STRUCTURAL ENGINEERING.

THE COMPONENT PARTS OF THE CHAIN LINK FENCING SHALL CONFORM TO THE MATERIAL REQUIREMENTS OF THE SPECIFICATIONS.

ANCHOR BOLTS SHALL BE ASTM A 276, TYPE 302. ANCHOR BOLTS SHALL BE SET BY THE CONTRACTOR WITH 2" OF CLEAR THREADS, SET CLEAN.

ALUMINUM SURFACES PLACED IN CONTACT WITH CONCRETE SHALL BE GIVEN A HEAVY COAT OF ALUMINUM PIGMENTED ALKALINE RESISTANT BITUMINOUS PAINT EQUAL TO FEDERAL SPECIFICATIONS TT-C-498C.

BASE PLATES FOR ALL CLF SHALL BE AS SHOWN, ⅞" THICK. (ALUMINUM ALLOY 6061-T6)

FILLET WELD MATERIAL SHALL BE FILLER ALLOY ER 5356 OR ER 5556.

POST SLEEVES SHALL BE 2½" SQ., 1/32" WALL THICKNESS, ASTM B 221, AND SHALL BE WELDED TO BASE PLATE. (ALUMINUM ALLOY 6061-T6)

POSTS SHALL BE 2" SQ., ¼" WALL THICKNESS, ASTM B 221, TO BE SET PLUMB AND SPACED AS SHOWN ON PLANS FOR EACH STRUCTURE. (ALUMINUM ALLOY 6061-T6)

SHIM MATERIAL SHALL BE USED WHERE NECESSARY FOR POST ALIGNMENT, ASTM B 209. (ALUMINUM ALLOY 1100-0)

ALL HORIZONTAL RAILS (TOP, BOTTOM, BRACE) SHALL BE 1½" SQ., ⅛" WALL THICKNESS. (ALUMINUM ALLOY 6061-T6)

DAM PLATES, ⅜" THICK, WELDED TO CLOSE ALL EXPOSED ENDS OF RAIL TUBES AND TOP OF CHAIN LINK FENCE POSTS. (ALUMINUM ALLOY 6061-T6)

BRACE RAILS SHALL BE INSTALLED AT END UNITS WHERE CLF FABRIC IS TENSIONED.

RAILING EXPANSION SLEEVES SHALL BE 2" SQ. X 7" LONG, WITH HOT-DIP GALVANIZED SPRING IN SLEEVE, SPRING NOT TO EXCEED 1½" FULLY COMPRESSED. RAIL ENDS TO BE 3" APART IN SLEEVE AT ℄ SLEEVE "V" CRIMP, (ALUMINUM ALLOY 6061-T6) ASTM B 221.

STRETCHER BARS TO BE ¼" BY ⅜". (ALUMINUM ALLOY 6061-T6)

STRETCHER BAR BANDS TO BE ⅛" X 1" BEVELLED EDGES. (ALUMINUM ALLOY 6063-T6)

FABRIC TIES SHALL BE #9 GAGE (Ø.148" DIA.). A MINIMUM OF ONE (1) COMPLETE TURN IS REQUIRED AT ENDS OF ALL TIES. (ALUMINUM ALLOY 6061-T6)

CLF FABRIC SHALL BE #9 GAGE (Ø.148" DIA.) HAVING A 1" DIAMOND MESH, TOP AND BOTTOM SELVAGE TO BE KNUCKLED. FABRIC SHALL BE CONTINUOUS ACROSS ALL JOINTS.

STRETCHER BAR BAND FASTENERS TO BE ⅝" DIA. BY 1¼" CARRIAGE BOLTS. (ALUMINUM ALLOY 2024-T4)

STAKE EACH ANCHOR BOLT AT ONE (1) POINT ONLY.

ALL HOLES IN CASTINGS SHALL BE 7/16" DIA. CASTINGS SHALL BE ALUMINUM TENZALOY ALLOY ZC81A, CONDITION T5. ALL CASTINGS SHALL BE DESIGNED TO ACCOMMODATE RAILS AT GRADES AS REQUIRED.

AFTER ERECTION, ALL ANCHOR BOLT HOLES & SPACES BETWEEN BASE PLATES & CONCRETE SHALL BE THOROUGHLY CAULKED WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND CONFORMING TO FEDERAL SPECIFICATIONS TT-C-598B(2).

AFTER ERECTION OF POSTS, DRILL ⅜" DIA. HOLE THROUGH POST SLEEVE AND POST, ½" ABOVE BASE PLATE FOR DRAINAGE. LOCATE HOLE PARALLEL TO FENCING.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS & CONDITIONS IN THE FIELD.

SHOP DRAWINGS SHALL BE SUBMITTED ACCORDING TO THE NJDOT SPECIFICATIONS.

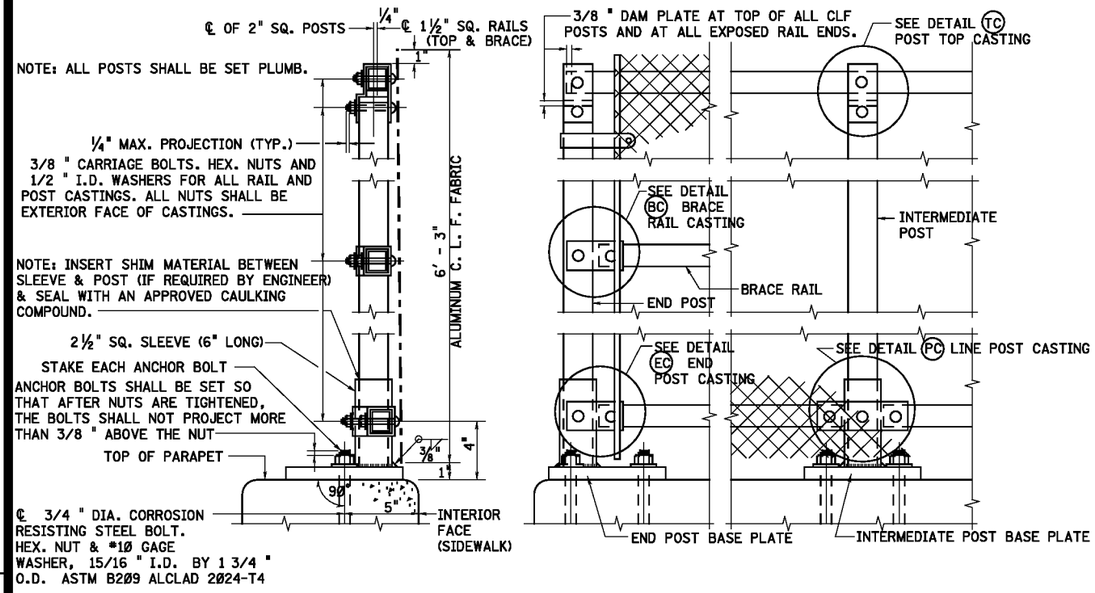
BCD-8A

NEW JERSEY DEPARTMENT OF TRANSPORTATION

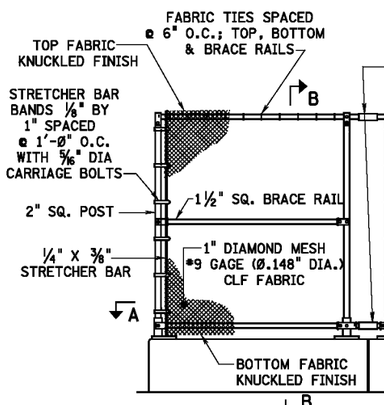
BRIDGE CONSTRUCTION DETAILS
BRIDGE CHAIN LINK FENCE (CURVED TOP)

127
129

BCD08D-1 - ORIGINAL SHEET

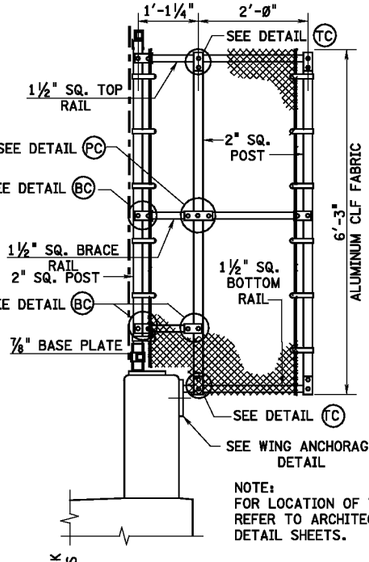


SECTION B-B

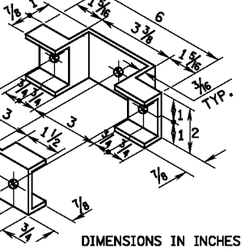


PART INTERIOR ELEVATION OF CHAIN LINK FENCE

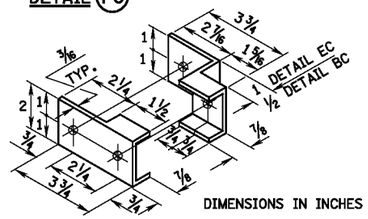
INTERIOR ELEVATION - PARAPET & CHAIN LINK FENCE



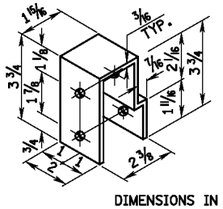
ELEVATION OF WING



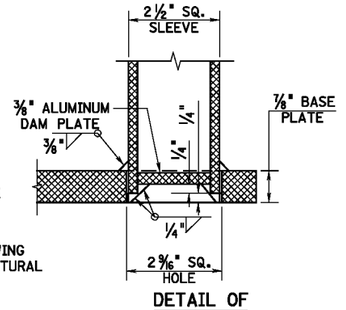
DETAIL (PC)



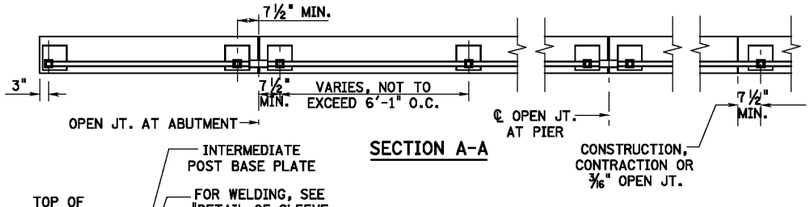
DETAIL (EC) & DETAIL (BC)



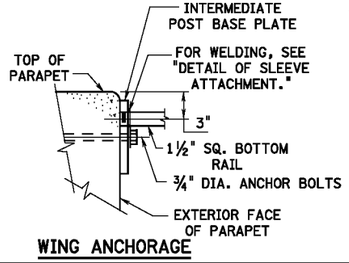
DETAIL (TC)



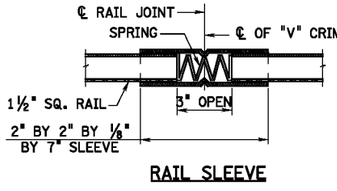
DETAIL OF SLEEVE ATTACHMENT



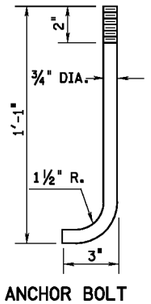
SECTION A-A



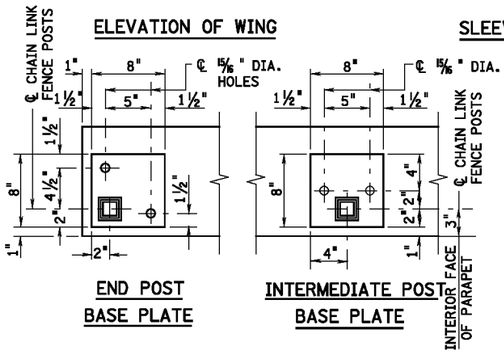
WING ANCHORAGE



RAIL SLEEVE

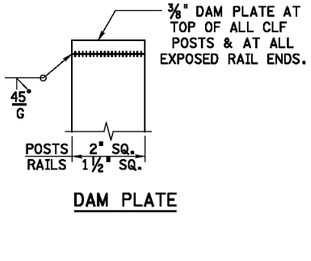


ANCHOR BOLT



END POST BASE PLATE

INTERMEDIATE POST BASE PLATE



DAM PLATE

GENERAL NOTES:

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MAXIMUM DESIGN WIND VELOCITY: 80 MPH.

WIND PRESSURE DRAG COEFFICIENT FOR MESH FROM FIG. 1-13, "WIND LOAD ON SCREENS", NAVDOCKS DM-2; DESIGN MANUAL, STRUCTURAL ENGINEERING.

THE COMPONENT PARTS OF THE CHAIN LINK FENCING SHALL CONFORM TO THE MATERIAL REQUIREMENTS OF THE SPECIFICATIONS.

ANCHOR BOLTS SHALL BE ASTM A 276, TYPE 302. ANCHOR BOLTS SHALL BE SET BY THE CONTRACTOR WITH 2" OF CLEAR THREADS, SET CLEAN.

ALUMINUM SURFACES PLACED IN CONTACT WITH CONCRETE SHALL BE GIVEN A HEAVY COAT OF ALUMINUM PIGMENTED ALKALINE RESISTANT BITUMINOUS PAINT EQUAL TO FEDERAL SPECIFICATIONS TT-C-498C.

BASE PLATES FOR ALL CLF SHALL BE AS SHOWN, ⅞" THICK. (ALUMINUM ALLOY 6061-T6)

FILLET WELD MATERIAL SHALL BE FILLER ALLOY ER 5356 OR ER 5556.

POST SLEEVES SHALL BE 2½" SQ., 1/32" WALL THICKNESS, ASTM B 221, AND SHALL BE WELDED TO BASE PLATE. (ALUMINUM ALLOY 6061-T6)

POSTS SHALL BE 2" SQ., ¼" WALL THICKNESS, ASTM B 221, TO BE SET PLUMB AND SPACED AS SHOWN ON PLANS FOR EACH STRUCTURE. (ALUMINUM ALLOY 6061-T6)

SHIM MATERIAL SHALL BE USED WHERE NECESSARY FOR POST ALIGNMENT, ASTM B 209. (ALUMINUM ALLOY 1100-0)

ALL HORIZONTAL RAILS (TOP, BOTTOM, BRACE) SHALL BE 1½" SQ., ⅛" WALL THICKNESS. (ALUMINUM ALLOY 6061-T6)

DAM PLATES, ⅜" THICK, WELDED TO CLOSE ALL EXPOSED ENDS OF RAIL TUBES AND TOP OF CHAIN LINK FENCE POSTS. (ALUMINUM ALLOY 6061-T6)

BRACE RAILS SHALL BE INSTALLED AT END UNITS WHERE CLF FABRIC IS TENSIONED.

RAILING EXPANSION SLEEVES SHALL BE 2" SQ. X 7" LONG, WITH HOT-DIP GALVANIZED SPRING IN SLEEVE, SPRING NOT TO EXCEED 1½" FULLY COMPRESSED. RAIL ENDS TO BE 3" APART IN SLEEVE AT ℄ SLEEVE "V" CRIMP, (ALUMINUM ALLOY 6061-T6) ASTM B 221.

STRETCHER BARS TO BE ¼" BY ⅜". (ALUMINUM ALLOY 6061-T6)

STRETCHER BAR BANDS TO BE ⅛" X 1" BEVELLED EDGES. (ALUMINUM ALLOY 6063-T6)

FABRIC TIES SHALL BE #9 GAGE (Ø.148" DIA.). A MINIMUM OF ONE (1) COMPLETE TURN IS REQUIRED AT ENDS OF ALL TIES. (ALUMINUM ALLOY 6061-T6)

CLF FABRIC SHALL BE #9 GAGE (Ø.148" DIA.) HAVING A 1" DIAMOND MESH, TOP AND BOTTOM SELVAGE TO BE KNUCKLED. FABRIC SHALL BE CONTINUOUS ACROSS ALL JOINTS.

STRETCHER BAR BAND FASTENERS TO BE 5/16" DIA. BY 1¼" CARRIAGE BOLTS. (ALUMINUM ALLOY 2024-T4)

STAKE EACH ANCHOR BOLT AT ONE (1) POINT ONLY.

ALL HOLES IN CASTINGS SHALL BE 7/16" DIA. CASTINGS SHALL BE ALUMINUM TENZALOY ALLOY ZC81A, CONDITION T5. ALL CASTINGS SHALL BE DESIGNED TO ACCOMMODATE RAILS AT GRADES AS REQUIRED.

AFTER ERECTION, ALL ANCHOR BOLT HOLES & SPACES BETWEEN BASE PLATES & CONCRETE SHALL BE THOROUGHLY CAULKED WITH AN ALUMINUM IMPREGNATED CAULKING COMPOUND CONFORMING TO FEDERAL SPECIFICATIONS TT-C-598B(2).

AFTER ERECTION OF POSTS, DRILL ⅜" DIA. HOLE THROUGH POST SLEEVE AND POST, ½" ABOVE BASE PLATE FOR DRAINAGE. LOCATE HOLE PARALLEL TO FENCING.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS & CONDITIONS IN THE FIELD.

SHOP DRAWINGS SHALL BE SUBMITTED ACCORDING TO THE NJDOT SPECIFICATIONS.

BCD-8B

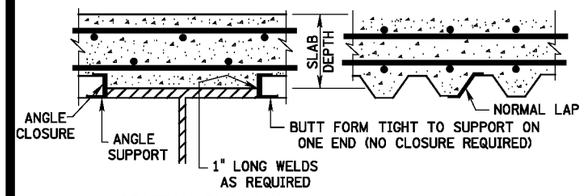
NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS
BRIDGE CHAIN LINK FENCE
(6' - 3" HIGH)

128
129

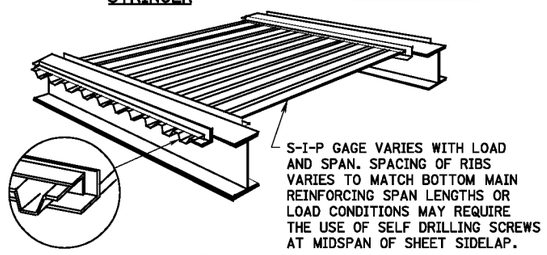
BDC08-1 - ORIGINAL SHEET

S-I-P FORMS BETWEEN STRINGERS VARIABLE SLAB ELEVATION NORMAL L SUPPORTS



SECTION THROUGH STRINGER

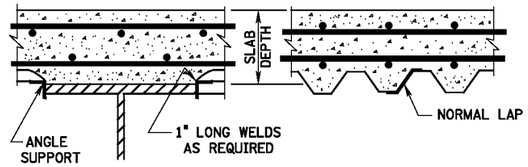
SLAB SECTION



SECURE S-I-P FORMS TO SUPPORT WITH SELF DRILLING SCREWS AT SIDE LAPS AND CENTER OF FORM UNITS, APPROXIMATELY 1'-3" ON CENTERS

BCD-9.1

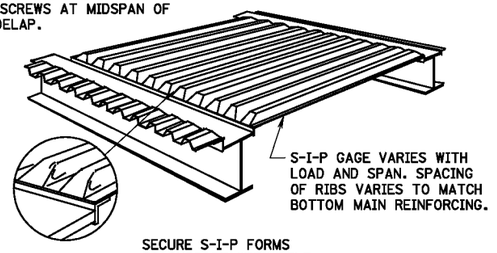
S-I-P FORMS BETWEEN STRINGERS VARIABLE SLAB ELEVATION INVERTED L SUPPORTS



SECTION THROUGH STRINGER

SLAB SECTION

SPAN LENGTHS OR LOAD CONDITIONS MAY REQUIRE THE USE OF SELF DRILLING SCREWS AT MIDSPAN OF SHEET SIDELAP.

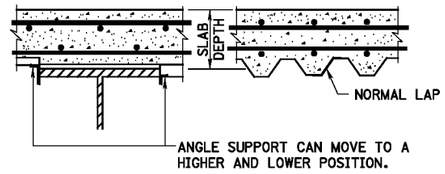


SECURE S-I-P FORMS TO SUPPORT WITH SELF DRILLING SCREWS AT SIDE LAPS AND CENTER OF FORM UNITS, APPROXIMATELY 1'-3" ON CENTERS

BCD-9.2

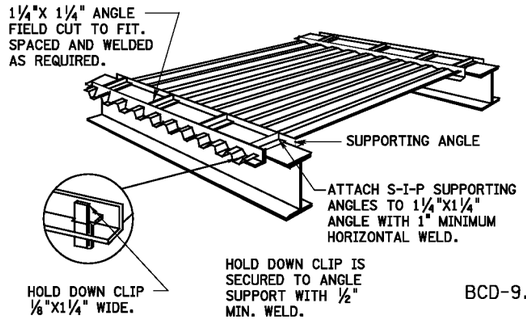
S-I-P FORMS WITH ADJUSTABLE SUPPORTS NOT WELDED TO STRINGERS

(TO BE USED IN THE TENSION ZONE OF CONTINUOUS SPAN BRIDGES)



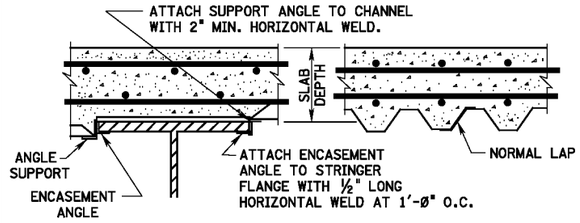
SECTION THROUGH STRINGER

SLAB SECTION



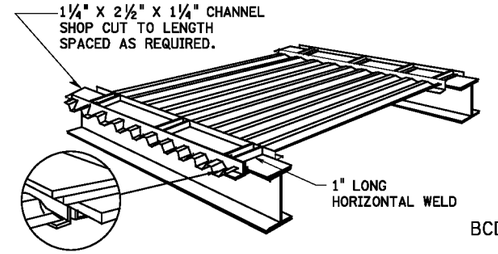
BCD-9.3

S-I-P FORMS WITH ADJUSTABLE L SUPPORTS STRINGER FLANGE ENCASEMENT PROVIDED



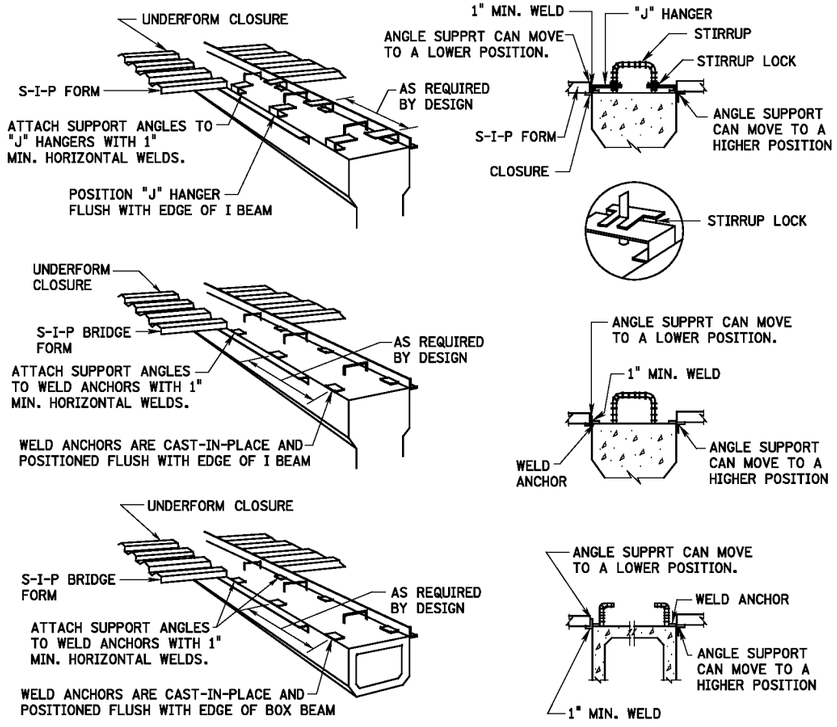
SECTION THROUGH STRINGER

SLAB SECTION

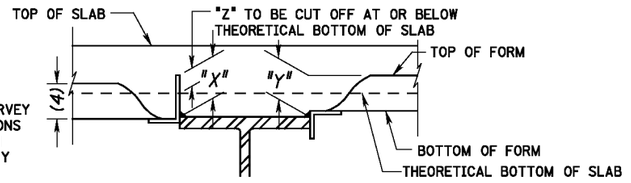


BCD-9.4

S-I-P FORMS BETWEEN PRECAST CONCRETE STRINGERS



BCD-9.5

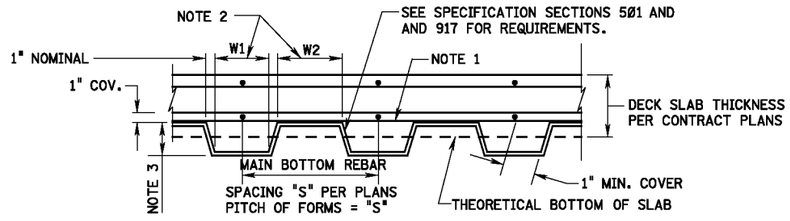


NOTE:

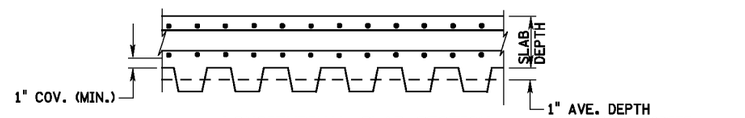
THE CONTRACTOR SHALL SURVEY THE TOP OF BEAM ELEVATIONS AS REQUIRED TO ESTABLISH HAUNCH DIMENSIONS X AND Y AND CUT-OFF DIMENSION Z.

COMPRESSION FLANGE

THE ABOVE SKETCH AND NOTE SHALL APPEAR ON THE SHOP PLANS FOR STAY-IN-PLACE DECK FORMS SUBMITTED BY THE FABRICATOR. ANY SHOP DRAWING SUBMITTED WITHOUT THE SKETCH AND NOTE SHALL BE RETURNED FOR REVISION AND RESUBMISSION.



GENERALLY, THE SPACING (PITCH) OF RIBS (FLUTES) SHALL MATCH SPACING OF BOTTOM MAIN REINFORCEMENT STEEL AND BOTTOM MAIN REBARS SHALL BE PLACED AT THE CENTER OF EACH RIB TO PROVIDE MAXIMUM CONCRETE COVER. OCCASIONALLY, THE DECK FORMS MUST BE DROPPED WHEN RIBS AND BOTTOM MAIN REBARS CAN NOT BE ALIGNED. REFER TO THE ALTERNATE BELOW FOR MORE DETAILS ON THIS CONDITION.



LONGITUDINAL SLAB SECTION

NOTES:

1. 1/2 " CORROSION PROTECTED STEEL BARS MAY BE USED AS REBAR SUPORTS.
2. W1 SHALL BE EQUAL TO OR LESS THAN W2.
3. RIBS ARE ASSUMED TO BE 2" DEEP. SPECIAL DESIGN CONSIDERATIONS ARE REQUIRED FOR DEEPER FORMS.

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GENERAL NOTE:

THE DETAILS SHOWN ARE GENERAL. SHOP DRAWINGS ACCORDING TO THE NJDOT SPECIFICATIONS SHALL BE SUBMITTED FOR ACTUAL DETAILS .

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NEW JERSEY DEPARTMENT OF TRANSPORTATION

BRIDGE CONSTRUCTION DETAILS

STAY-IN-PLACE FORMS

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BCD(9)-1 - ORIGINAL SHEET